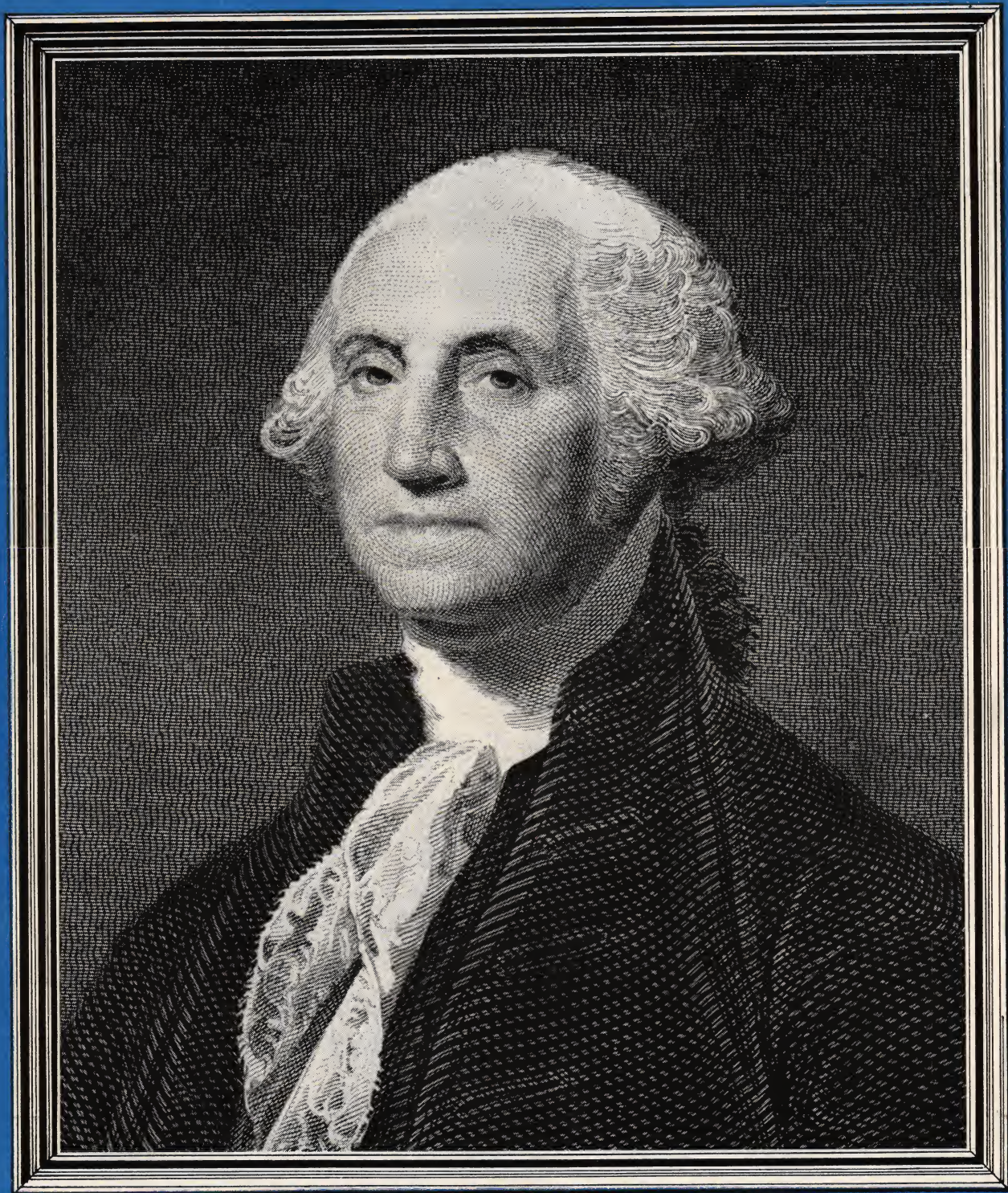


FEBRUARY 1951

The
Teamster
International



George Washington



‘ . . . RESOLVE TO PERSEVERE ’

THE TIME is near at hand which must probably determine whether Americans are to be freemen or slaves; whether they are to have any property they can call their own; whether their houses are to be pillaged and destroyed and themselves consigned to a state of wretchedness from which no human efforts will deliver them. The fate of unborn millions will now depend, under God, on the courage and conduct of the American people. Our enemy leaves us only the choice of a brave resistance or the most abject submission. We have, therefore, to resolve to persevere. Our own, our country's honor, calls upon us for a vigorous and manly exertion; and, if we now shamefully fail, we shall become infamous before the whole world. Let us, then, rely on the goodness of our cause, and the aid of the Supreme Being, in whose hands victory is, to animate and encourage us to great and noble actions. The eyes of all our allies are now upon us, and we shall have their blessings and praises if happily we are the instruments of saving them from the tyranny meditated against them.

GEORGE WASHINGTON.

These are not modern words, but those of George Washington, delivered to his embattled troops encamped at Valley Forge in the bitter winter of 1776. His inspirational message of nearly 175 years ago is again meaningful in our troubled times. Noble actions, firm purposes, fervent prayers and significant personal sacrifices again are necessary if we are to preserve our heritage of freedom.

The International Teamster



DANIEL J. TOBIN • Editor
THOMAS E. FLYNN • Assistant Editor

Vol. 48

FEBRUARY, 1951

No. 2

CONTENTS

Truckers Gearing for Defense.....	2
No Wage Freeze Is Necessary.....	4
United Nations Moving Day.....	6
Our Big Highway Safety Muddle.....	7
A Cold Blizzard, A Warm Story.....	9
Editorials	10
Hot Air Cargo.....	12
Fear of Inflation?.....	17
Mobilization Speeds Up.....	18
82nd Is A Coalition Congress.....	21
A Postscript to the PIE Case.....	23
Short Hauls.....	24
Labor Decisions.....	26
Listen, Ladies!.....	29
What's New?.....	31
Relax With Us.....	32



Hope for Hearts

Money cannot buy a new heart to replace a sick one, but money can buy new hope, points out Dr. Howard B. Sprague, president of the American Heart Association.

During February, the heart association will conduct its annual drive for contributions with which to carry on the battle against heart disease, the nation's No. 1 killer. Through a three-pronged program of research, education and community cardiac services, the American Heart Association is seeking to meet effectively America's most challenging public health problem.

Top priority is given research. A large portion of the funds collected during the February drive will go into scientific studies of the causes of heart disease, how to prevent it and how to treat it. Every American is concerned with this research. The results easily can mean the difference between life and death for you, a member of your family or a neighbor.

GENERAL EXECUTIVE BOARD

DANIEL J. TOBIN
 General President
 222 E. Michigan St., Indianapolis, Ind.

JOHN F. ENGLISH
 General Secretary-Treasurer
 222 E. Michigan St., Indianapolis, Ind.

M. J. CASHAL
 First Vice-President
 Room 712, 265 W. 14th St., New York, N. Y.

D. J. MURPHY
 Third Vice-President
 4111 Forest Park Blvd., St. Louis, Mo.

JOHN J. CONLIN
 Fourth Vice-President
 69 Jefferson St., Hoboken, N. J.

DAVE BECK
 Fifth Vice-President
 552 Denny Way, Seattle, Wash.

EDWARD CRUMBOCK
 Sixth Vice-President
 105 Spring Garden St., Philadelphia, Pa.

SIDNEY L. BRENNAN
 Seventh Vice-President
 706 First Ave., N., Minneapolis, Minn.

JOHN T. O'BRIEN
 Eighth Vice-President
 4217 S. Halsted St., Chicago, Ill.

G. F. WEIZENECKER
 Ninth Vice-President
 39 West McMicken St., Cincinnati, Ohio

TRUSTEES

JAMES R. HOFFA
 2741 Trumbul Ave., Detroit, Mich.

WILLIAM A. LEE
 220 S. Ashland Blvd., Chicago, Ill.

Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America.
 222 E. Michigan Street
 Indianapolis, Ind.

SUBSCRIPTION RATES

Per Annum, \$2.50; Single Copies, 25 Cents
 (All Orders Payable in Advance)

POSTMASTERS—ATTENTION: Change of address cards on Form 3579P should be sent to the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, Mailing List Department, 810 Rhode Island Avenue, N. E., Washington 18, D. C. Published monthly at 810 Rhode Island Avenue, N. E., Washington 18, D. C., by the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, and entered as second class matter at the post office at Washington, D. C., under the Act of March 3, 1879. Accepted for mailing at special rates of postage provided for in Section 1103, Act of October 2, 1917. Authorized July 9, 1918. Printed in U.S.A.

Truckers Gearing for Defense

LABOR, operations, and manufacturing in the trucking industry are joining in an effort to push the interests of the industry in the national defense emergency and to offer full cooperation to the Government during the present crisis.

The common effort is being organized through the Trucking Industry National Defense Committee representing the various elements. Dave Beck, executive vice president of the International Brotherhood of Teamsters, is chairman of a four-member committee. Others on the committee include Leland James, president of the American Trucking Associations and also an operator, Roy Fruehauf, representing the Truck-Trailer Manufacturers Association (L. C. Allman, Association president, alternate), and a fourth member yet to be named from the manufacturing field. The name of the fourth member had not been made public at the time this issue of *THE INTERNATIONAL TEAMSTER* was ready for publication. The chairmanship will be held on a rotating basis.

The committee was formed to push forward with vigor the needs of the industry, particularly with reference to requirements during the emergency period. The combined strength of all elements in the trucking industry is being mobilized for the first time in the history of motor transport. The critical situation in the materials field with shortages of steel, aluminum and other products threatening to jeopardize the industry seriously makes unity of the various factors imperative, committee members agree.

"It's really a matter of survival of the industry," one spokesman for the committee said. "We have all got to work together in this serious emergency period or there won't be any industry for either the operators or the drivers. It's really as serious and as simple as that."

Teamsters, Operators and Manufacturers Form Defense Committee to Assure the Nation

Full Cooperation of Industry During Emergency

Representations have been made to the National Production Authority by spokesmen of manufacturers and operators. The reception received thus far leads the industry little to hope for without some sort of emphatic presentation on behalf of all elements, it is said.

When one leading manufacturer requested steel allocations for making trailers, William H. Harrison, National Production Authority Administrator, told the spokesmen that "truck trailers could be made of wood."

The impracticability of the alternative plus the serious safety factor involved indicated that a more comprehensive understanding on the part of defense mobilization officials is immediately necessary.

The tremendous influence of the railroad industry in Washington is another reason which is leading the

trucking industry to get together the operations, union and manufacturing groups. When James K. Knudson, Defense Transport Administrator, was advised of the serious need of trucking, he informed the industry representatives that the railroads will need enough steel for 10,000 cars a month and the trucking industry will have to show demonstrated need.

Showing "demonstrated need" is one of the primary goals of the new defense committee.

The railroad industry has a powerful organizational lobby in the nation's capital which is aided effectively by the cooperation of the Railroad Brotherhoods. Likewise, it has been pointed out the shipping industry, also an old industry, is aided by activities of unions, particularly the National Maritime Union.

The trucking defense committee

Trucks for Defense

The trucking industry, our most important transportation element, is basic both to our civilian economy and a successful defense program. Our job is to keep the trucks rolling. To do this we must have safe, dependable equipment. We must have steel, copper and other materials for new and replacement equipment.

If trucking is to do its full share, proper consideration from the defense officials is imperative.

We have formed a Trucking Industry National Defense Committee to speak in Washington for the industry—drivers, operators and manufacturers. The formation of this committee is an effective step in unity—unity for defense, unity for our industry.

This committee will represent the best interests of the industry at a time when trucking can be and perhaps is seriously threatened. I am certain that our committee will be able to help the country and help our industry. We must keep the trucks rolling—100 per cent, safely, efficiently, dependably.

DAVE BECK, Chairman,
Trucking Industry National Defense Committee.

is going to move forward on a wide front in behalf of the industry, according to present plans.

Foremost at the present time will be an effective presentation to and representation before defense mobilization agencies of the materials needs of trucking and trucking manufacturer — steel, aluminum, copper, rubber, etc. Efforts will be made for the next several months to achieve consideration by mobilization officials which will allow the industry time to produce and put in operation new equipment and replacement of old equipment.

While this is the basic primary need which will take top priority attention of the committee, other goals have been mapped the attainment of which will be essential for the continuation of a healthy industry.

The committee hopes to wage an effective campaign in the elimination and prevention of unjust highway taxes unjustified axle load limits.

Since trucking is the most important phase of modern transportation efforts will be made to have a man with trucking background and knowledge placed in top-level executive posts.

The Interstate Commerce Commission is one agency which will receive emphatic attention, according to present plans. At least six of the posts on the I.C.C. out of the 11 on the roster should be filled by men with trucking background, thinks the defense committee. Traditionally the Commission has been heavily weighted in favor of railroads and it has been regarded as "railroad-minded."

The defense committee is going to take a page out of the political book of the American Federation of Labor and reward its friends through support at the polls and defeat its enemies in congressional elections. Since trucking has evolved to be the most important element in the nation's transportation, efforts will be made to see that a proper understanding of the industry is achieved through friendly membership in Congress.

States Will Consider Trucks

Forty-four Will Legislate This Year on Various Matters of Interest to Teamsters and Industry

LEGISLATION affecting truckers and trucking operations will be considered in 44 of the 48 states this winter as legislators begin their biennial sessions. The only states not scheduled to convene their legislative bodies in regular session are Kentucky, Louisiana, Mississippi, and Virginia. Special meetings in these states may be held, however.

Chief topics before the state solons will include defense planning and mobilization, gasoline taxes and uniform code provisions. Of major interest in almost every state will be a survey of the conditions of the highways as reported to the respective legislatures by the state roads commissions. A related problem of legislative study in many states will be that of civilian defense and preparedness to meet any war emergency. The question of toll roads legislation will come before seven state assemblies.

The campaign against diversion of gasoline tax funds will also bear fruit when the question is presented.

States which seem, according to a preliminary survey, to have the most items on their agenda concerning highways, are California, Illinois, Indiana, Michigan, Ohio, North Dakota, Wisconsin and Oklahoma.

In California a toll road authority will be proposed as well as a change-over from unladen weight to gross weight for registering trucks. A gasoline tax boost and a mileage tax for trucks will also be proposed.

Illinois will attempt to recoup \$78 million diverted highway monies from the General Fund. It will also speed consolidation of township road units into larger districts and will seek to boost both gasoline taxes and truck license fees. Also scheduled to come before Illinois state legislators are proposals for heavier

penalties on overloading and for lowering axle-load limitations.

Efforts will be made in Indiana to require local units receiving revenue from the Motor Vehicle Fund to establish special funds for this money and provide additional control over the funds. Efforts will be made to recoup \$14 million diverted highway funds and to increase both gasoline and truck taxes. A weekend ban on the use of trucks in the state will be sought in Michigan. A bill to require state-wide motor vehicle inspection will be introduced and authority to build toll roads will be sought.

In North Dakota a boost in gas tax will be considered and a revision of traffic and safety laws in conformance with the recommendations of the American Association of State Highway Officials will be recommended.

Ohio expects to reduce the axle load limits to 18,000 pounds and stiffen penalties for overloading. The state highway patrol force will be increased in number and motor fuel taxes will be boosted. State-wide motor vehicle inspection will be established.

In Oklahoma the 60,000 gross load limit will be retained but proposals to hold liable the shipper of overloads will be considered. An additional \$18 million will be sought for highways.

In Wisconsin efforts will be made to eliminate the ton-mile tax and to boost gasoline taxes. A boost in commercial vehicle registration fees and the elimination of truck license reciprocity are on the agenda as is a plan to reduce the axle load limit to 18,000 pounds.

Consumers will pay more for gasoline if all states proposing increases succeed in their legislative efforts.

No Wage Freeze Is Necessary

DURING the past few months, the newspapers, college professors, industry and big business boys have been endeavoring to convince themselves, as well as the laboring people, that wage increases are responsible for the fabulous stock market gains, the tremendous increase in land and real estate values, the lush dividends announced by Wall Street, etc. Hiding behind this smoke screen, the public is led to believe that the international troubles, the fracas in Korea, the Russian scare, etc., can all be cured—if the working man is prevented from having his wages adjusted in these inflationary times so that he can live above the level of the Chinese coolies.

Such mischievous terms as “inflationary spiral,” “cost-of-living indexes,” “industry vs. area stabilization,” “time inequities,” and the like are confusing everybody but the union representatives. The Teamsters Union and the American Federation of Labor have watched other younger and immature labor groups swallowed up by such pseudo-intelligence during the past few years, but when the effort is made to ensnare our membership into these booby traps, we protest vigorously.

We must be vigilant in preventing the total loss of our domestic, social and economic progress during the past 20 years. It is unfair to place all the austerity load on the wage earner, in view of the fantastic prosperity enjoyed by the stock market speculators during the crisis in Korea.

Negotiated by Locals

The working agreements of the Teamsters Union are all negotiated by local unions and not by the International Union. As a result, it is quite difficult for wage freezers and their ilk to seize control of these wage structures by single national

While Stock Speculators Reap Big Profits, The ‘Thinkers’ Attempt to Saddle Wage Earners With the Full Burden of Austerity and Sacrifice

unions. Incidentally, this autonomy enjoyed by our local unions has prevented the capture of our people during the past few years by the college plan and legal limpets who have been waxing fat in the arbitration quackery.

The position of the Teamsters’ Union with reference to freezing workingmen’s wages is very simple. We don’t want it. The reasons are quite obvious.

In the first place, President Truman has just reported to Congress that less than one-fifth of the nation’s effort will be assigned to war production by the end of 1951; the arms program is now only 7 per cent of the nation’s output. During World War II, the highest peak of war effort was 45 per cent of our total production. It follows then that if 1951 will see an average of 12 per cent of our total production assigned to the war effort, there is no need for freezing wages, especially of workers whose earnings are less than \$4,000.00 per year.

A Difficult Task!

To shape a wage freeze, or stabilization as it is cunningly called, and to enlist the support of 65,000,000 people who will be tied down by such a freeze is a difficult task indeed. Especially is it so when there is so much confusion and uncertainty with respect to limitations on profits, prices, and luxury goods. The wage earners find it difficult to understand why their own democratically selected leaders must be pushed aside and a horde of industry and big business representatives are placed in control of union functions whose sole purpose is to promote

sacrifices on the part of our lower-income groups “in the interest of a comprehensive stabilization program,” whatever that might mean. Such tactics serve only to foster suspicion and distrust among the most steady and reliable sections of our population.

Labor Is United

The unanimity of the American labor movement in advising the Wage Stabilization Board that wage control is unnecessary at this time should not be treated too lightly by our government, even though the industrial background of those government people in control of this phase of our economy does not support any hope for sympathetic consideration of the laborer’s predicament. It is puzzling to the average truck driver to reconcile the “austerity” position recommended for him with such gifts as 400 million dollar steel plants to Big Business in order to enlist the support of our “free enterprise” advocates in these troubled times. Unless all the people are brought under the restrictions in our economy which the present international confusion may require, wage controls would be impossible to administer.

The American Federation of Labor told the Wage Stabilization Board that the Taft-Hartley Act is an “unstabilizing factor in collective bargaining” and should be repealed. It made these recommendations:

1. Inequities which exist on the date when wage stabilizations start should be recognized and allowed to be corrected. They should not be frozen into the wage structure.

2. Wage adjustments to compensate for increases in the cost of living should be allowed. Such adjustments only reflect past inflation; they do not cause inflation.

3. Provisions in collective bargaining contracts for scheduled future wage adjustments should allow adjustments based on industrial progress and increased productivity.

4. Inequities within an industry, company, or area, or between industries or similar jobs should be corrected through collective bargaining without prejudgment by this board.

5. Wage adjustments resulting from promotions, reclassifications, merit increases and other intraplant practices and procedures involve many complications beyond the ability of any governmental agency to handle.

6. As in World Wars I and II, wage stabilization should permit adjustments to correct substandard wages. The nation cannot achieve maximum production if it condemns large numbers of workers and their families to substandard conditions for the duration of what is expected to be a long period of emergency.

7. Health, welfare, retirement and other benefit plans are not methods of current compensation. They do not add to current consumer demand. Costs or payments in connection with such plans should not be considered as a part of the wage rate and are, therefore, not properly subject to wage controls of any type.

One of the most interesting developments in the wage control situation, especially where truck drivers are concerned, is the position taken by the American Trucking Associations, purporting to speak for the trucking industry. These people are in favor of reinstituting the Trucking Commission of the old War Labor Board at once. Yet, they continually criticized the Trucking Commission in a very nasty manner during its very active life. The original Trucking Commission

"Everyone Must Make Sacrifices"



The International Teamster

was planned and instituted by the Teamsters Union against the strenuous objections of the American Trucking Associations; it was the only element in the economic establishment of the last war which fully and intimately recognized the problems of the trucking industry. It was very discouraging indeed for the Teamsters Union to defend the Commission against the unwarranted, mischievous attacks of those loud self-serving segments of the industry that couldn't get their own deals. Now, when industry surveys

the work of the Trucking Commission and is unanimous in its praise of the accomplishments of the Commission, we wonder whether it is a change of principles or tactics.

No other industry is asking the Government to interfere with its wage and labor policies. Some smart boys in trucking circles now figure it's profitable to enmesh the truck owners and the Teamsters Union in a "Wage Stabilization" fiasco, even though the Teamsters Union is wholeheartedly behind the policies of the American Federation of Labor.

The Teamsters Union is formulating its own plans for coordinating the interests of our country and the trucking industry as emergency conditions arise. Our successful efforts in keeping the trucking industry on its feet during the past war is sufficient evidence to demonstrate that the Teamsters have the ability and know-how to duplicate its past splendid performance.

"The forefront institution in our country today fighting communism for the protection of our own country and our freedom is the labor movement of the nation. Foremost in that movement is the Teamsters' Union . . ."—Daniel J. Tobin.

Union Teamsters Employed for UNITED NATIONS MOVING DAY



ONE of the nation's largest moving jobs is nearing its end as union transfer experts in New York City, all members of the Teamsters' Union, help the United Nations relocate its offices from Lake Success out on Long Island to the new UN Permanent Headquarters, a 39-story skyscraper in Manhattan.

The shift of some 3,000 persons and their equipment from the Sperry Building at Lake Success to Manhattan began five months ago when the Weissberger Moving and Storage Company started the big job of UN "resettlement." Employees of Weissberger are members of Teamster Local No. 814, New York City. This is the same organization which handled the transfer of the Mutual Life Insurance Company offices from downtown Manhattan to its new building on Broadway at 55th street.

Challenging Test

The UN job posed a transfer task which was both varied and difficult in many ways. A major part of the responsibility for planning and supervising the removal fell on



the able shoulders of Otto Neuschulz, a member of No. 814. He has been a Teamsters for many years and one of the local's original welfare plan trustees. He regards his union card as one of his most cherished possessions.

Paper Clips to Presses

By mid-January the all-union moving and transfer crews had handled nearly 400 vans of equipment and supplies. Items to be moved to the new building range in size from paper clips to printing presses. When the move first began in New York, the new building was still under construction. It was necessary to build ramps over which equipment and furniture could be moved from the vans to the building.

The transfer job is about 85 per

cent complete. Most of the UN staff or secretariat members are now in their permanent offices in New York. A number of service personnel are still at Lake Success to handle documents reproduction and related work for the UN General Assembly. These employees will be the last to move to the headquarters in Manhattan.

The transfer company planned the moving job to take place over a period of time with the largest number of men working at any one time totalling about 125. The peace agency's move was hastened somewhat by the need for its landlord, the Sperry Gyroscope Company, to reoccupy its quarters for the manufacture of defense instruments.

Little Disruption

So well planned was the move that a minimum of disruption resulted in the general operations of the secretariat. The Permanent Headquarters section of the UN is being set aside in what is known as an "enclave" or international territory and will have its own post office. The new office will be known as "United Nations, N. Y."

In addition to the present 39-story building, the UN has under way additional buildings for the General Assembly and other affiliated agencies of UN.



Teamster checks out with load. Flags of UN countries are in background.

Our Big Highway Safety Muddle

AT THIS time it seems appropriate to discuss the lax regulation of motor carrier industry by the Interstate Commerce Commission through the observations of the States of New York and New Jersey which jointly operate the Port of New York Authority. Mr. Billings Wilson, Director of Operations of the Port of New York Authority, in a letter to the United States Senate, dated August 10, 1950, had this to say: "I am concerned with major questions of public safety, particularly as related to the transportation of explosives and other dangerous articles by common carriers, contract carriers, and private carriers, by land, by water, and by air.

Veteran Traffic Observer

"My duties as director of operations of The Port of New York Authority include responsibility for the safety of persons and property using or occupying the great public transportation facilities of our agency in the metropolitan area, which include four major airports (La Guardia, Newark, New York International (Idlewild), and Teterboro); six interstate vehicular bridges and tunnels (including the Holland Tunnel, Lincoln Tunnel, George Washington Bridge, Bayonne Bridge, Goethals Bridge and Outerbridge Crossing); a 2,000,000-bushel grain elevator and two large marine terminals (Columbia Street, Brooklyn, and Port Newark) aggregating 26 ocean-ship births, and a Union Motor Bus Terminal nearing completion that will handle 120,000 people a day.

"The Port of New York Authority employs over 3,000 persons in the management and operation of these facilities and its other activities—over 700 of whom are duly accredited peace officers in the States of New York and New Jersey whose primary job is public safety.

Danger Rides the Roads, but Lax Enforcement

By ICC Fails to Give Protection; Evidence Is That Commission Talks Safety, but Acts Otherwise

"As you and your committee are well aware, the Federal Government has occupied the field of regulations for the transportation of explosives and other dangerous articles in interstate and foreign commerce by land, water, and air, and have delegated to the two aforementioned agencies [Interstate Commerce Commission, with respect to rail and highway transportation and the United States Coast Guard, with respect to water transportation] and the Civil Aeronautics Authority responsibility for preparing and enforcing suitable detailed safety regulations.

"It is perfectly true that most transportation companies, as a matter of self-protection, have followed the Interstate Commerce Commission or Coast Guard regulations voluntarily, where it suits their ends, but in a great many cases parts of these regulations are completely ignored and the commissions, having no inspection forces of their own, have little or no knowledge of such violations until a disaster occurs and brings some item forcefully to their attention.

Two Inspectors in N. Y.

"In the field of highway transportation, unfortunately there is no similar private enforcement agency and the Bureau of Motor Carriers of the ICC lacks adequate inspectors to do a suitable enforcement job, including necessary educational work at points of shipment of dangerous articles. For example, in the New York metropolitan area, with which I am familiar, the Bureau of Motor Carriers has only two safety inspectors assigned to enforce seven

sets of safety regulations for a three-State area (and only one of these seven sets relates to dangerous articles).

"On May 13, 1949, a tractor trailer loaded with 4,400 gallons of highly inflammable carbon disulfide, in 55-gallon drums, caught fire and exploded while rolling through the Holland Tunnel. Only a miracle and a well-trained tunnel police force prevented a major disaster—but it was bad enough. Sixty persons were injured, one of them fatally, 10 trucks and their contents were totally destroyed, and the tunnel structure suffered over \$500,000 damages and was closed to all traffic for 3 days, just to clear up debris. At least three ICC safety regulations were violated—and the criminal enforcement proceedings resulting therefrom were the first of their kind ever inaugurated in my area so far as is known—and are still awaiting trial over a year later.

"Every day we check several hundred trucks at the entrances of the Holland and Lincoln Tunnels and I can tell you that the ICC safety regulations are being violated right along. Many interstate trucks carry no ICC certificate numbers. Others have no placards on the outside although carrying several tons of commodities listed as dangerous by the ICC.

Plain Facts

"Let me review a few conditions discovered by our police during spot-check operations at the Holland and Lincoln Tunnel Plaza:

"January 30, 1950: A truck loaded with 25 carboys (3,125 pounds) formic acid 85-90 per cent

—no placards, although the containers were labeled 'Corrosive Liquid.'

"January 31, 1950: A semi-trailer loaded with 20 drums (10,905 pounds) of ethyl acetate, a flammable liquid; no placards were displayed. The truck was locked and sealed. Shipping papers not complete.

"February 14, 1950: A semi-trailer loaded with various chemicals, and ten 55-gallon drums (3,500 pounds) of acetone, a flammable liquid. No placards displayed although the drums were red labeled, and other cargo was red labeled.

No Warning Labels

"March 7, 1950: A truck loaded with 109 cylinders of hydrogen (flammable compressed gas). No placards displayed. Shipping papers did not prescribe any labels, and there were indicated no labels on the cylinders, although ICC regulations clearly state red labels are required. The operator stated he did not know that vehicles loaded with dangerous cargo were prohibited.

"April 5, 1950: A semi-trailer loaded with 88 drums (36,808 pounds) of lacquer solvent. No placards, although shipping papers indicated red-label material and containers were all labeled.

"June 5, 1950: A semi-trailer with locked and sealed cargo compartment. Proper ICC 'Dangerous' placard was posted. The shipping papers revealed 40 packages of sulfur chlorate weighing 9,745 pounds. The shipping papers did not indicate any ICC labels although a white corrosive-liquid label is required.

"May 29, 1950: A semi-trailer truck loaded with 33 drums (15,000 pounds) nickel solution with red label affixed to the drum. No placards on the truck. Shipping papers incomplete. The solution was actually nickel carbonyl, a highly flammable, low-flash-point liquid. No flash point was noted on the invoices.

"July 2, 1950: A truck loaded with 62 drums (23,518 pounds) of triethylamine, a low flash point flammable liquid. No placards, although shipping papers prescribed red labels and drums were labeled.

"July 4, 1950: A truck loaded with 30 drums of rubber cement. No placards. Shipping papers did not prescribe labels although labels are required.

"August 1, 1950: A semi-trailer truck, loaded with 23,338 pounds of phosphorous trichloride in drums. A corrosive liquid. No placards, no labels on containers although shipping papers did prescribe white labels.

"These various instances of disregard and disrespect for Federal safety rules stem primarily from one sole cause—lack of adequate enforcement and education by the Federal agencies involved—for which I repeat they are not primarily to blame; their hands being tied by inadequate appropriations."

Confusion Cited

At this point, it is imperative to observe the confusion existing among the groups interested in safety on the highways as they blame the Congress of the United States for these present conditions, because of insufficient appropriations to the Interstate Commerce Commission. Interstate Commerce Commissioner Rogers, in charge of the Bureau of Motor Carriers, has

Auto Record

New records were set in 1950 in the automotive manufacturing field which shattered all previous production marks.

Approximately 8 million cars and trucks were made, a figure which far exceeds the previous high of 6,236,088 set in 1949. The valuation of the year's output has been set at some \$10 billion including cars, trucks, parts and equipment.

cleared this point up, intentionally, or otherwise, in his testimony before the Senate last summer.

Rogers stated that he asked the Congress for \$4,537,000 to run the Bureau of Motor Carriers in 1951, but the Congress approved \$3,724,000 for Motor Carrier Regulation—a difference of \$800,000. Rogers maintains that this \$800,000 would provide the employment of 200 more people in the department, and as a result, the trucking industry would be properly and efficiently regulated. At present there are 750 people employed by the Bureau of Motor Carriers; an increase in the personnel by 30 per cent, as requested by Rogers, would increase the inspection force by 30 per cent and probably add 1 more inspector to the two now stationed in the New York Metropolitan area. The Teamsters Union is not convinced that the \$800,000 is the cure-all for the trucking industry. The present appropriation of \$3,724,000 should be spent more wisely and effectively in policing the highways, and eliminating the outrageous conditions described above by the Port of New York Authority.

Total Safety Crew: 24

Mr. Rogers stated to the United States Senate: "I think safety regulations and the promotion of our safety work is the most important feature of our safety work." Yet, of the 750 employees of the Bureau of Motor Carriers, there are only "24 safety inspectors who specialize in highway-safety work." Much of the time and money of the Bureau is spent in processing applications for new or increased operating rights leading to further certification of presently regulated carriers. This appears to be throwing good money after bad when there are several hundred thousand gypsies running around on the highways. It seems that if the safety work of the Bureau of Motor Carriers is so vital, the preponderance of the Bureau's expenditures should be in the safety field.

A Cold Blizzard, a Warm Story

FOR the food and shelter given by two eastern communities to hundreds of truck drivers during the severe November blizzard, checks for \$2,100 were presented in January to each community—Irwin, Pa., and Medina, Ohio—from funds collected by contributions from employees and employers of 45 trucking and manufacturing concerns.

The spontaneous tribute to the communities' hospitality culminated in ceremonies in the two towns when the checks were accepted by John B. Rogers, president of the library board of Irwin, and by Mayor John W. Brown of Medina. The Irwin fund will go for library books, while Medina will use its check to finance construction of a shelter house in its 12-acre community recreation park.

At Medina, a truck parade around the village square preceded the presentation program in the high school, where the school band and the town barbershop quartet entertained the audience. At Irwin, ceremonies were held in the North Huntington Township High School. The Rev. Dr. E. M. Flanagan, president of the Irwin Ministerial Association, said the residents of his community "only did what any good Christian would do" in similar circumstances.

Honored guests included Mr. and Mrs. Tony Klanchar, who accommodated 39 persons in their house near Irwin, and Mr. and Mrs. John W. Yonker, who cared for 30 to 40 travelers in their home near Medina. In all, Irwin fed and sheltered some 3,500 persons in churches, lodge halls and private homes. Medina cared for between 1,500 and 2,000.

As Irwin, the main speaker was C. H. Buckius, assistant chief engineer of the Pennsylvania State Highway Department. C. B. Wiley of Pittsburgh, president of the Pennsylvania Motor Truck Association, was master-of-ceremonies. Claude Poling, member of Local No. 24,

*Two Ohio Towns Which Opened Homes to Truckers
Marooned in Storm Receive \$2,100 Thank-You
Checks To Be Used on Worthy Community Projects*



John B. Rogers, president of Irwin library board, expresses town's thanks (above). Driver Claude Poling of Akron (right) made presentation of check. Below is part of the crowd of 500 persons who witnessed the presentation ceremonies at Irwin.



Akron, driver for Motor Cargo, Inc., presented the check and a plaque.

Mr. Buckius, in his remarks, said the size of the homes of those who provided shelter for the stranded drivers "is small compared to the size of their hearts." In accepting the gift, Mr. Rogers said it would

grow in value in the years to come. "Actually," he continued, "those days seemed more like a holiday to us here than the tragedy that many of us thought the storm would turn out to be."

Mr. Wiley said it was a "proud

(Continued on page 30)

EDITORIALS

Where Advertising Hurts

Within the past few days, New York City Police Commissioner Murphy issued an order prohibiting his police from soliciting advertising for their papers, year-books, dance programs, banquets, etc. Also, he is considering the abuse of ticket selling by his police force. This International Union adopted this policy 40 years ago, and during this period has pleaded and urged its local unions and other labor groups to do likewise. We believe that no labor paper can properly represent the laboring people if it is indebted to employer advertisers for thousands of dollars of revenue.

The New York City Fire Commissioner has followed closely this action of the Police Department with more drastic regulations against soliciting advertising for papers and programs, and also banning the selling of tickets to dinners and dances. The Fire Commissioner states that the ticket practice has become a "racket" and can no longer be tolerated.

We are pleased to know that our vigilance along these lines over the years has kept this practice at a minimum, but, unfortunately, some new enterprising local officers become enmeshed in the traps of the promoters of publicity schemes, and damage is done before they realize the errors of such advertising.

Home Front Strategic Materials

With all of the talk about strategic materials for defense, we sometimes forget that our key home front industries require materials to make their best contributions to defense. Included in this field is the trucking industry. The nation is growing more and more to depend on motor transport for a wide range of jobs, many of which can be performed by no other form of transportation.

As we come into our stepped up program of preparedness, it is of the utmost importance that the trucking industry be given every possible consideration in its requirements for metals and other materials vital to the manufacture and maintenance of this major industry.

Representations have already been made to mobilization officials. The requirements, it appears, will not be large or even substantial in comparison with those of

other industries. In terms of value received the nation will gain one of the greatest returns on the entire home front from a solid, well-maintained and efficiently operated trucking industry. It is up to the mobilization officials to help keep this great home front fleet rolling.

A Big Job

When the President named Charles E. Wilson to take over the newly established Defense Mobilization Administration, he selected one of the nation's ablest industrial leaders. The job handed Wilson is the greatest in importance and responsibility in the entire mobilization program, ranking second only to that of the President himself.

Fortunately, Wilson has World War II experience in the Government upon which to draw and he has available to him persons who have had industrial mobilization experience. He will need all the help and good advice he can get in this period of unrest and complexity. The job Wilson has tackled is no easy one. We all hope that he will be able to discharge it with ability, efficiency and distinction.

Year of Action

The recent report of the International Labor Organization indicates that the agency has enjoyed a productive year in 1950 in pushing forward the frontiers of progress in the world labor field.

The ILO is evolving into an action agency under the demands for field operations in a variety of activities. New problems posed by post-war dislocations are being tackled by the ILO with vigor and enterprise. The work of the agency is tied in closely with that of other specialized organs of the United Nations in an effort to bring social and economic advances to the working people of the member nations. In the field of manpower, migration, safety and working standards the ILO has been particularly active.

In another field the pioneering work of the International Labor Organization has not had the recognition due it. The ILO by its nature and through its basic documents is dedicated to the proposition that working standards must be improved, and that there must be more income, better living and working conditions for

all men. This broad objective is being interpreted by the United States through its Point IV program and by the UN through its Technical Assistance Program. The ILO has been in this field a long time although it has not had the funds to do the job in this work that are necessary. It is gratifying now to note that the ILO is taking a useful and active part in the broad-gauged program being put forward both by the UN and the U. S.

The Heart Campaign

The continued tensions of modern life in a world which seems to become increasingly unsettled make for a growing rate of heart disorders. The pressures of modern life are bearing down on everyone to a varying extent. The results of these pressures in terms of heart casualties make it desirable to give close attention to the scourge of heart disease.

This the American Heart Association is doing through its national and state efforts. Organized labor is co-operating in the annual heart campaign which takes place this month. The cause is worthy. We hope our members, realizing the inroads of heart disease, will lend a hand.

A Useful Study

Governor Earl Warren of California has on his desk a report of basic significance to the agricultural life of his state. This study is called "Agricultural Labor in the San Joaquin Valley—Recommendations and Preliminary Report."

The report was made by the Governor's Committee to Survey the Agricultural Resources of the San Joaquin Valley. Westerners need be told little about the problems raised by migratory labor conditions and the specialized type of agriculture of the valley. The rest of the nation heard about the shocking conditions of the migrants last year through newspaper and national magazine articles.

The 60-page report contains much of interest and usefulness for the Governor and the legislature of the state. This migrant problem is by no means confined to the state of California. The hearings by the President's Commission of Migrant Labor dramatically prove that this problem is a national one and deserves national attention. The report of the President's Commission should do for the nation what the San Joaquin Valley Report is doing for California.

A Loss and Gain

Labor and the nation lost a truly great Senator when Elbert Thomas of Utah was defeated for reelection last fall. He was a man of marked intellectual attain-

ments and brought a wealth of knowledge coupled with a genuine understanding of human problems to the post he ably filled.

Fortunately, the nation will not lose Senator Thomas' services entirely. He has been named by the President to be High Commissioner of the Trust Territory of the Pacific Islands. There are some 2,500 islands in the trust territories.

Senator Thomas understands the Far East. He knows considerably more than most about the complex problems raised by the impact of Western civilization on the peoples of the islands and the mainland of the Asiatic world.

Teamwork in Trucking

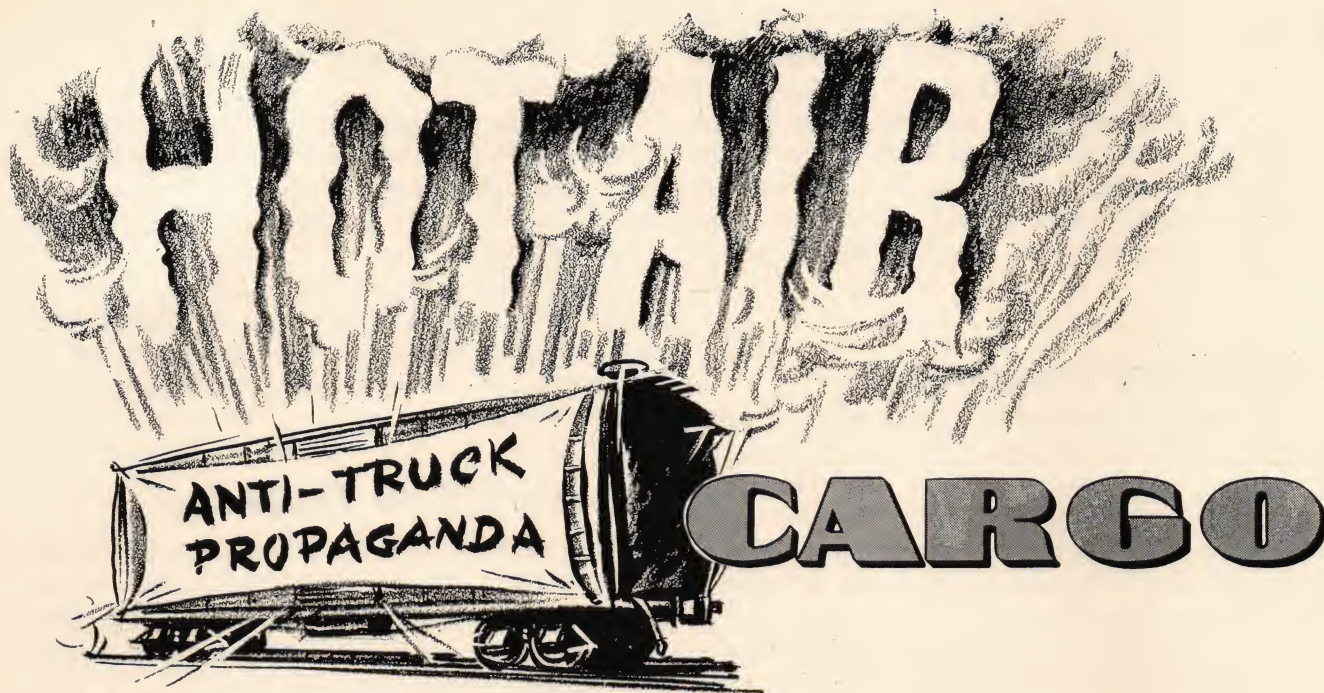
The trucking industry through its various elements—union, operation and manufacture—is developing what we hope will be an effective program for the industry. The Trucking Industry Committee for National Defense has been formed and a Teamster official is the first chairman of the group.

Teamsters know, but the general public does not realize, that trucking is the nation's top transportation medium. This industry employs more people and serves a greater number of communities than does any other form of transportation. Our modern economic civilization is literally built around trucking—without trucking, we would be a half century behind our present progress.

Our great highway system enables trucks to make pickups and deliveries in any community in the nation. This is an important factor in peace and a vital element in a national emergency. Railroads can be blocked and the rails torn up. River routes can be blasted and locks dynamited. But none of these transport disasters would stop trucks in time of crisis or war. The truck can go where four wheels can roll—preferably on modern highways, but over practically any kind of terrain over which it may be necessary to traverse to get the cargoes through to their destination.

The International Brotherhood of Teamsters is joining with other elements in the trucking industry to urge the cause of trucking before mobilization officials. This industry has to have steel, aluminum and other materials to survive. If trucking does not get what its modest material requirements dictate, we will have no industry—and that means we will have no jobs as drivers.

This defense committee is simply a means to insure the survival of trucking—one of America's great industries and the nation's most important transportation medium.



THE trucking industry is now faced with the problem of defending itself against the slander and false charges of its competitors in the transportation field. All the state capitols and the United States Congress are forced to listen to the powerful lobbies of the railroads and their dummies established to appear like independent outraged citizens with more money than the average outraged citizen can afford to throw around.

Industry Divided

The sad position of the trucking industry is that it is so divided that no real centralized effort can be put forth to state its position truthfully and adequately before the various legislatures. Moreover, such a large and powerful section of the trucking industry is owned and controlled by the big railroad interests, that the railroads can keep it wearing itself out with internal bickering and quarreling. The strength of the trucking industry is sapped by such mischievous wrangling to the point that restrictive legislation will be placed upon the statute books by default, rather than by any proper presentation of the merits of the

trucking industry or with due consideration of the public interest.

Joseph B. Eastman, Chairman of the Office of Defense Transportation, in May, 1942, told the State Council of Governors the following:

"Unfortunately, the situation [trucking handicaps] has been affected, at times to a controlling extent, by a factor which has nothing to do with the protection of the public safety or the conservation of highways, and that is the desire of the railroads to limit or embarrass the competition which they encounter from motor trucks and buses.

Powerful Politically

"The railroads and their employees, who are powerful politically, have been extremely active in seeking State restrictions upon the size and weight of motor vehicles for this purpose, and in opposing any Federal remedial legislation. Manifestly, also, the success of such efforts on their part in even a single State has effects in interfering with the flow of interstate commerce by motor vehicle which extend far beyond the boundaries of that State."

The United States Senate Committee on Interstate Commerce (74th Congress) had this to say about the propaganda against the trucking industry:

'Spent Large Sums'

"Railroads and railroad associations have spent large sums in lobbying for antitruck legislation. Seldom revealing their true role, they have worked under cover behind the fronts of taxpayers' groups, transportation associations, safety councils, and other organized groups. Among the measures thus secretly sponsored have been laws increasing taxes on trucks, limiting the size and weight of trucks and trailers, and tightening insurance and license requirements.

"Enforcement of such legislation by railroads has been promoted by admittedly deceptive methods. Intricate spy systems have been set up to catch trucks and truckers in violation of the laws. One man subsidized by railroad funds disguised himself as a salesman of scales for weighing trucks. Another concealed his railroad connection by pretending that his major interest was in getting truckers arrested so that he

could supply them with bail bonds.

"One agent secured valuable information for the railroads as a representative of an independent weekly. Staffs of railroads were organized into a vast intelligence system for relaying information regarding truck movements. Remarks were offered to officers of the law to arrest truckers.

"Fictitious complaints from constituents were used in bringing pressure to bear on legislators. Material furnished free to newspapers and supposedly coming from a disinterested source gave wide publicity to the railroads' point of view. Research studies presented as the work of impartial engineers or taxpayers' groups, but actually financed by the railroads, purported to show the damage done to highways by trucks and the inadequacy of taxation on trucks.

"In their legislative work the railroad associations have called on the staffs of railroads, chambers of commerce, shippers' groups, and many others to testify in behalf of the railroads and to urge action on legislators. In many instances such groups have been paid by the railroads for their services and have then urged their views on Congressmen as those of disinterested bodies unconnected with the carriers."

Farmers' Viewpoint

Speaking for the farmers, the late Mr. Albert S. Goss, Master of the National Grange, on May 11, 1950, stated the following to the United States Senate:

"We think that the railroads should be permitted and should be aided in developing maximum efficiencies, and we contend that under the present system they are not able to. I do not mean to indicate that we contend that they have developed as much efficiency as they could, because we do not think so, but we think there are some handicaps under which they are existing that should be thoroughly studied because we do not think it is possible

to develop maximum efficiencies under the system they are now operating.

The testimony as to the cause of the breakup of certain roads is very conflicting, and the basis for the support of roads, taxing of trucks and automobiles, and the policing of traffic are all tied in with our general transportation problems and are yet far from being adequately solved. Extensive research is needed in this field."

Rails Got Big Subsidies

It must be borne in mind that the greatest subsidy payments in the history of "Private enterprise" have been granted to the railroads through the all too welcome and frequent protection of the bankruptcy laws and the business reorganization statutes. The over expansion and other poor business practices which have occurred in the railroad business have been corrected by these bankruptcy procedures by the contributions of billions of dollars of the public's capital. This involuntary flow of the peoples funds to the railroads should be borne in mind in analyzing the following statement of the House of Representatives Document No. 159, 79th Congress: "When a medium of transportation is subsidized with public funds, the charges which shippers bear do not contain the full costs of providing that transportation. Users are not then in a sound economic position to express their comparative choices as to which kind of transportation they prefer. In these circumstances, competitive relationships within the transportation system are distorted, the relative economy and fitness of the alternative types are not truly reflected, an uneconomical allocation of capital is encouraged, and distributions of traffic will depart from true economic standards. Waste of public funds also is difficult, if not impossible, to check when special groups are impelled to solicit the provision of transportation facilities for which

they do not pay. Questions of equity as between general taxpayers who foot the bill, and users of transportation who get the benefits, also are presented."

Judge Parker of the United States Court in a case involving the Southern Railway Company had this to say about railroad costs of operation: "This court recognizes the important problems confronting the railroads as the result of changing conditions of transportation. Undoubtedly, unprofitable service must be curtailed if the great railway systems are to be preserved and the country is to be secured in the enjoyment of the transportation facilities which they afford. The problem is complicated by reason of the fact that lines of railroad, made use of by railway systems, are chartered by the several States and are subject to State regulation with respect to local operations, and that considerations of local pride and convenience are not infrequently allowed to outweigh, in the minds of local authorities, the interests of economical and efficient administration. The problem presented, however, is primarily one for Congress and not for the courts.

Authority Explained

"As an aid in its solution, Congress has conferred upon the Interstate Commerce Commission authority to authorize the discontinuance of any line or part of a line of railroad, notwithstanding charter provisions or local laws requiring operation. If it is deemed wise to permit the abandonment of unprofitable passenger service on lines which the roads continue to operate for the hauling of freight, Congress can authorize the Commission to permit such abandonment, notwithstanding charter requirements and regulatory orders of State commissions; but, until Congress acts, the courts are without power to afford relief merely because of the burden upon interstate commerce which such service entails. As said by Mr. Justice Stone in *South Carolina*

Highway Department vs. Barnwell Bros., supra (303 U. S. 177): 'Congress, in the exercise of its plenary power to regulate interstate commerce, may determine whether the burdens imposed on it by State regulation, otherwise permissible, are too great, and may, by legislation designed to secure uniformity or in other respects to protect the national interest in the commerce, curtail to some extent that State's regulatory power. But that is a legislative, not a judicial, function, to be performed in the light of the Congressional judgment of what is appropriate regulation of interstate commerce, and the extent to which, in that field, State power and local interests should be required to yield to the national authority and interest.'

Another disturbing feature which operates not only against the railroad industry but, likewise, against sound transportation economics, is described by the Interstate Commerce Commission in its statement on contract carriers:

"This inherent and inevitable disadvantage of the common carriers is accentuated and becomes a source of positive peril to them when competitors, claiming to be contract carriers, are promiscuous in their dealings with shippers, shop around them freely, and confine their actual contracts to individual shippers. Under such conditions, shippers, especially those who have a large volume of traffic to offer, may play the contract carrier against the common carriers and contract carriers against each other, with the result that the unfair and destructive competition which Congress sought in the act to abate is instead intensified, particularly in view of the fact that the publication of their specific rates, as required by the act, makes the common carriers open targets. Ultimately, also, such conditions prove detrimental, not only to the carriers, both common and contract, but to the shippers, the public safety, and the welfare of employees."

As if the attempts by the railroads to keep the trucking industry in hot water were not ludicrous enough, along comes the Indiana State Chamber of Commerce with the sure medicine for curing all the freight rate troubles. This recommendation is so all inclusive that it merely adds a humorous note to the tons of thunder which have already been clogging the proper establishment of our transportation system.

"The board of directors of the Indiana State Chamber of Commerce recognizes the vital position of all forms of transportation in the general economy and the importance of having them maintained and developed in a healthy financial condition. We believe the public generally is at all times willing to provide, for soundly and efficiently managed transportation facilities, the finances to maintain this condition through reasonable and proper rates that are not prejudicial or discriminatory between industries, localities, or commodities.

"The State chamber opposes and will continue to oppose features of any rate structure which discriminate against the shippers and receivers of freight, and the consumers, in any territory.

"The Indiana State Chamber of Commerce recognizes the seriousness of transportation problems particularly in respect to freight rate charges, and pledges itself to assist in every way to bring about the solution of these problems and the development of a better transportation system for the mutual benefit of carriers, of business, and of the people as a whole.

"We oppose any proposal to require that carrier charges shall be made within narrow limits of so-called fully allocated costs. When the prices of commodities or services are prescribed by government one of the basic attributes of private management has been destroyed. Managerial discretion and judgment are far superior to bureaucratic theorizing."

In view of the foregoing, it is evident that the trucking industry is no match for the railroads in propaganda contests. A close inspection of the business will disclose that the technological advancement and economic stability of the trucking industry is due to the sound and aggressive policies of the Teamsters Union, which is, incidentally, the oldest nation-wide, all-embracing institution in the trucking field.

'Most Courteous on Highways'

TO THE CHRISTIAN SCIENCE MONITOR:

Recently there appeared in "The Christian Science Monitor" articles about trucks and truck drivers. I know of no better way to thank not only one truck driver, but all of them, than through a letter in the "Monitor."

First, they are the most courteous drivers on the highways. I have driven from Massachusetts to California, besides through many of the southern states, and I have found truck drivers to be my best friend while traveling.

If it had not been for two very helpful drivers, I would not have been able to get to California. I was taken into one truck driver's home for four days, waiting for a friend of his to come by and give me much needed assistance. There was not a thing I could do to repay either of them.

Another time while I was having considerable trouble with a trailer that had broken down, hundreds of cars

passed by and their drivers either just grinned or completely avoided me, but several truck drivers stopped. They offered tools, advice, and even money to get the trailer fixed.

One time when I was traveling with very little cash, I could find no one who would cash my checks. I tried hotels, garages, and even banks. As I was just about out of gas, I stopped at a diner to eat and to try again to cash a check. They would not cash it but a truck driver who overheard the conversation offered to pay for what I had eaten. He gave me enough cash to last until I got home—without any security on my part but the assurance that he would be paid back as soon as I reached home.

I think everyone should give the truck driver the credit that is due them.

GEORGE P. EARL.

Uxbridge, Mass.

Hemispheric Labor Group Born

ANOTHER step in free labor's battle against world-wide Communism was taken in January with the formation of the Inter-American Regional Office of the International Confederation of Free Trade Unions.

The regional office was established in a meeting at Mexico City of 25 labor organizations from 22 countries representing some 18 million workers. The office will be in Havana, Cuba, and steps have already been taken to carry forward hemispheric organization work in Latin-America.

Executive Vice President Dave Beck was a member of the American Federation of Labor group headed by Secretary-Treasurer George Meany at the conference. The American labor delegation included representatives from the AFL, the Congress of Industrial Organizations, and the United Mine Workers of America.

Committee Named

When final action was taken to establish the regional office at Havana three labor leaders from the United States were named to the Executive Committee: George Meany, AFL; Jacob Patofsky, Amalgamated Clothing Workers (CIO), and John L. Lewis, president of the United Mine Workers of America.

Field work is beginning immediately in Latin-America under the direction of the new regional organization which is headed by Arturo Sabroso, president from Peru, and Francisco Aguirre, general secretary from Cuba. In addition to the American members of the Executive Committee the group also includes E. Mujal, Cuba; M. Rivera, Mexico; H. Middleton, British Honduras; and B. Ibanez, Chile. Headquarters will be in Havana's Palacio del Trabajo.

Inter-American Regional Office of ICFTU, Formed at Mexico City Meeting, Represents Another Step in Labor's Fight on World Communism

The regional organization was not established without controversy, however, initiated by an effort to have the state-controlled labor delegation from Peron's Argentina seated. For three days the effort to seat the Peron-sponsored group disrupted the sessions and threatened the ultimate success of the conference.

Victory Won

The United States spokesman led the successful fight for excluding the Argentinians which ended with an overwhelming victory. One of the most outspoken leaders against the Argentinians was AFL's George Meany who made it clear that the U. S. delegates would not go along with seating the Mexican-backed Argentine group. Said Meany:

"The AFL delegation to this conference will under no circumstances agree to the admission of the Argentine either as a regularly seated organization or an organization having fraternal status. We have been consistently opposed to any form of government which denies to the workers their essential freedom. This includes dictatorships of the Communist type and also of the Fascist type best exemplified by Peron. To take any other position would be tantamount to a betrayal of the vast numbers of Argentine workers who believe in free trade unionism and are denied the right to maintain trade union organizations. These workers are held in practical slavery through the domination of their affairs by the CGT (Argentine labor union) which is not a trade union



GETS HEMISPHERE REPORT—President Truman receives a first-hand report on the fight against Communism in Latin-America. **LEFT TO RIGHT (standing)**—Averell Harriman, Presidential Assistant; Labor Secretary Maurice J. Tobin; Philip Kaiser, Assistant Secretary of Labor; Sir Vincent Tewson, British Trades Union Congress; AFL President William Green; Jacob Patofsky, president Amalgamated Clothing Workers (CIO). **Seated with the President is J. H. Oldenbroek, General Secretary, International Confederation of Free Trade Unions.**

in fact but is in reality an instrumentality of a fascist government that can be well put in the same class with Hitler's Labor Front and the so-called trade unions of Soviet Russia. The American Federation of Labor has not in any way changed its stand of complete and absolute opposition to the dictatorial regime of Peron."

The victory for exclusion was so overwhelming that only one delegation voted against it—Mexico. At this point the head of the delegation which was also chairman of the conference and spokesman for the host country, Fidel Velasquez, resigned his post as chairman and the Mexicans withdrew from the conference. The withdrawal from the regional meeting does not affect the membership of Mexico in the International Confederation of Free Trade Unions, it was pointed out to the delegates by J. H. Oldenbroek, general secretary of the ICFTU, who had come from Brussels.

Aside from the fireworks of the admission debate the conference reported substantial progress in setting up its plans and the office to serve the hemisphere. Three organizations will do field work and liaison will be established with the United Nations and the International Labor Organization, a program of publications, publicity, and education will be set up under the direction of Serafino Romauldi of the AFL. The economic and social department will be directed by Ernest Schwartz of the CIO. The Cuban Confederation of Labor is providing office accommodations and underwriting the costs of the office staff.

Economic Policies

A resolution sponsored by American delegates on social and economic developments was adopted by the delegates setting forth policies in this broad field. The resolution provides:

1. Unqualified support of the free world's defense efforts;
2. Continuation of the "Good Neighbor" policy;



DISTINGUISHED GUEST—President Miguel Aleman of Mexico speaks to the organization convention of the ICFTU regional office. Shown with him is Sir Vincent Tewson of the British Trades Union Congress.

3. Making permanent plans and policies for economic and social improvements of the workers;
4. Support of Point Four (technical assistance);
5. Granting of a voice in planning and technical assistance programs;
6. Implementation of the Charter of Americas and 1945 Chapultepec conference social and economic provisions.

Safety Group Reviews Need For Parking Facilities

Big business for the automotive service division of the Teamsters' Union would be in store if all the parking facilities were provided that are necessary under the estimates of the Automotive Safety Foundation.

The Foundation's studies show that in 2,000 cities with populations of 5,000 or more there is a need for at least 450,000 off-street parking spaces in the central business districts.

Estimates say that about two million drivers daily are unable to find a place to park within easy walking distance of leading stores, shops, banks and office buildings in downtown areas.

Following the conference Oldenbroek and others from the American delegation went to Washington, D. C., to report on conference progress. Oldenbroek also gave President Truman a report based on labor information channels concerning production behind the Iron Curtain.

In addition to Meany and Beck other AFL delegates included William C. Doherty (Letter Carriers); William P. McFetridge (Building Service Employees); Serafino Romauldi, Latin-American representative, and George P. Delaney, International representative. Mr. Delaney, due to unforeseen circumstances occurring at the time of departure was not able to attend the meeting.

The United Mine Workers delegation included John Owen, secretary-treasurer; A. D. Lewis (District 50); and Hugh White (District 12).

The CIO delegation included in addition to Patofsky, Walter Reuther (Auto Workers); William Pollack (Textile Workers); L. S. Buckmaster (Rubber Workers); O. A. Knight (Oil Workers); David M. McDonald (Steel Workers); Lewis Clark (Packinghouse Workers); Ernest Schwartz, Latin-American committee secretary, and Arthur Goldberg, general counsel.

Modern Cars Better Than Those of 25 Years Ago

Are modern motor cars better than some of the old-timers of 25 years ago? The answer is decidedly "yes," according to a recent survey in comparing the life of the present day cars with those of 1925.

A car built in 1925 was scrapped after six years and a half of service and had done less than 26,000 miles. Today the average car gives 12 and a half years of service and shows 103,000 miles of operation, the survey shows.

The reasons for extended life of automobiles include improved metals, production steps, better metal finishes, and more durable bodies, it is reported.

THE New York *Times* is a newspaper that is long on news and short on the so-called "human-interest" stuff with which most papers pad their columns. But when the *Times* does tie into a "human interest" yarn, it generally casts some light on issues of the day. In the following story, from the January 18 edition, the newspaper shows in a graphic way how inflation is biting into the living standards of retired folk living on pensions and other small incomes. Pensions, and Social Security are not adding up to incomes that will sustain body and soul in this time of soaring living costs.

Wanted a Messenger

The story:

The ruddy, gray-haired business executive who wrote out a classified advertisement a few days ago simply wanted to hire a messenger for his large company.

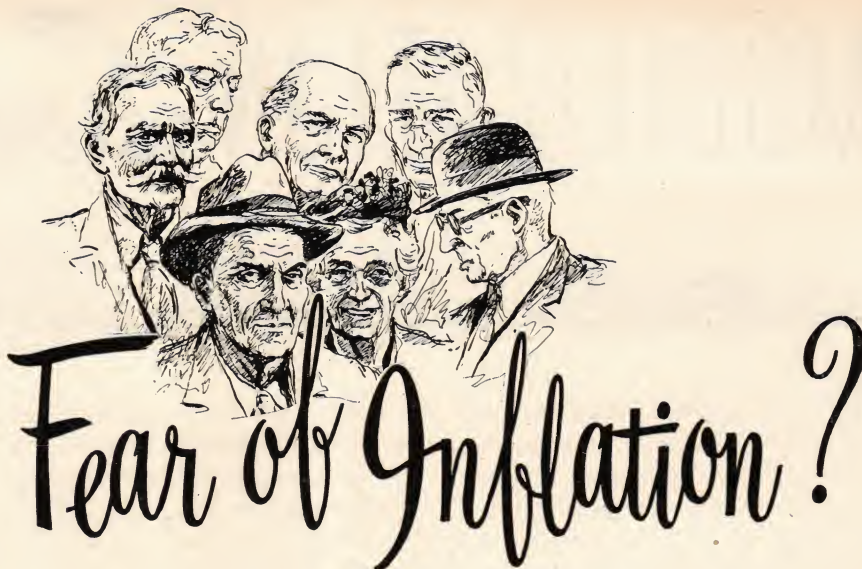
Young men of draft age, he reasoned, would be hard to hang onto. So his ad read:

"Messenger, 40-hr., 5 day, \$34, steady. Prefer retired man bet. 45-65. G335 Times."

Yesterday, conscientiously ploughing through the last of 245 answers in three days, the business man was ready to yell "uncle." But his friendly blue eyes were troubled by something else.

Suddenly a lot of news stories were no longer academic. On his desk was the evidence of what happens to healthy retired man with nothing to do—and what happens to small retirement incomes in a period of inflation and uncertainty.

His replies had come from more than a score of former postal employees, twenty-five retired firemen and policemen, including several officers, dozens of ex-civil service employees, a retired Army master sergeant and a former Navy chief.



Two-line Ad in New York "Times" for \$34-a-Week Messenger Brings 245 Elderly Applicants

The job looked good to men who had had their own grocery or real estate businesses, a former chemist, a minister, a one-time clothing buyer and a former European manager for a motor company.

Written on penny postcards, ruled notebook sheets or bond stationery, the replies came from deep in New Jersey to the Long Island countryside. They came from the Bowery too. On the back of an old greeting card one man wrote: "Can you give a fellow (55) a chance to earn a living. Formerly an auditor." There were letters from displaced persons and from partly disabled veterans in their thirties and forties.

Find Going Tough

But for the most part the letters came from men from 55 to 65 years old who had found the going tough. "I am a semi-retired man with a moderate income," one wrote. "Economic conditions make it necessary for me to supplement it."

Another wrote: "I am well educated and am retired with a small income which is not enough to make ends meet due to the increase of living costs." In a different vein a third explained: "I am 63 years of age in very good

health and I am not pleased with my retirement."

The business man took off his glasses and rubbed his eyes with a weary gesture.

"I think these people are scared to death that inflation and taxes are going to take the meat right off their tables," he said. "Either that or they've tried retirement for a few years and found it unbearable."

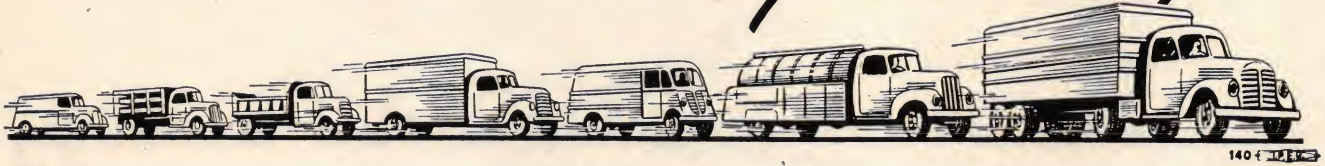
He did his best to look brusque and detached.

"Almost Terrifying"

"I'm a busy guy and I hate to be stuck with this thing," he insisted, mostly to himself. "But it's almost terrifying. I've only got one job open. Only one guy's gonna win the sweepstakes, and somebody's gonna get hurt."

"Some of these fellows said they could do typing or filing or book-keeping. I'm hanging on to their applications because we may need to fall back on older men later. I'm passing letters along to all my friends and clients: they might be losing young fellows to the Army. But there ought to be some organization that could do something about these men. I don't know. Do you?"

MOBILIZATION *Speeds Up*



WITH tensions mounting over the nation's security, the defense mobilization program is going through a period of transition and "shaking down." A stepped up effort on the part of the Administration is being made in order that a stable program can be attained which will prove both effective and efficient.

Emerging from the various efforts in Washington is an increasingly centralized type of home front organization with the Office of Defense Mobilization as the key agency which will control and coordinate all other agencies, bureaus and commissions concerned with the emergency. When President Truman established ODM and named Charles E. Wilson of General Electric as director, he placed in the executive's hands broad power and control, second only to that of the Chief Executive.

New Agency Created

In a further measure of tightening up the home front program the President created the Defense Production Administration. Just as the ODM is the top controlling and coordinating agency, the DPA will be the top operating agency. This will be headed by William H. Harrison, former president of International Telephone and Telegraph and head of the National Production Authority which was under the Commerce Department.

In creating the new board with top operating responsibility the President pulled together programs of allocation and priorities already

in effect. We will eventually see the many scattered responsibilities now in several government departments brought under one big defense tent. The new board is patterned after the World War II War Production Board with which Defense Mobilizer Wilson had served.

During this shake-down period for agencies, organized labor is making an effort to have its voice heard in policy councils of defense. A United Labor Policy Committee has been formed which speaks for the American Federation of Labor, Congress of Industrial Organizations, the Railroad Brotherhoods and some independents. This committee has asked that labor be represented in all agencies of the mobilization program. Labor, said the committee, believes that no one group has a monopoly on ideas.

Two labor leaders are assisting mobilization officials in selecting personnel—Joseph D. Keenan, director of Labor's League for Political Education, and Ted Silvey from the CIO.

In addition to the top policy agencies of mobilization trade unionists are noting carefully the work of the Wage Stabilization Board. Meetings were held in mid-January with the purpose of trying to work out a satisfactory wage program. On the board are two labor officials—Harry Bates, AFL Bricklayers' president, and Emil Rieve, CIO Textile Workers' president. Other members represent management and the public and all are under the chairmanship of Cyrus Ching, on loan from the Federal Mediation and Conciliation Service.

Organized labor has expressed a



William H. Harrison meets with top mobilization officials in Washington January 3 after President Truman appointed him head of a new "defense production administration" tying together the government's scattered emergency production agencies. Left to right: Gen. Lucius Clay, Harrison, Charles E. Wilson and Sidney Weinberg. Wilson is head of the Office of Defense Mobilization, Clay and Weinberg assistants.

hope through its joint policy group that the wage board would be given more authority than it had been given when first named. The board's opposite number of functioning on the home front stabilization is the Office of Price Stabilization under Michael DiSalle, former Toledo, O., mayor.

By late January the hottest issue facing the Economic Stabilization Administrator Alan Valentine was: to control or not to control. This means, of course, control of both wages and prices, for under the Defense Production Act of 1950 wage and price controls are tied together.

So closely interlocked are the many segments of the American economy that three major sections are being tackled simultaneously—manpower, controls and materials.

The controls policy cannot be set without close coordination with the materials and manpower policies being well worked out.

The materials program is now being worked out as the military sets forth its current and long-range requirements for ships, planes, tanks, motor vehicles and all other supplies and paraphernalia of modern warfare.

Super Carrier

Included in these requirements are a new aircraft carrier of 60,000 tons or under, 82 other war vessels, and the conversion or modernization of some 250 existing craft.

The President told Congress in his State of the Union message that the arms program would have to be geared to turn out 50,000 planes and 35,000 tanks a year if necessary. By mid-1952, some estimates say that the stepped-up Truman program of production would mean an output of nearly 2,000 planes a month. This compares with 215 military planes a month turned out last year.

The new program will cost considerably more for sea and air components. The B-36 type plane now favored will cost now \$3,500,000 each as compared with the \$275,000

each spent for the World War II B-17 bombers.

As the air and sea forces are being increased, the ground forces are being further mechanized. New and more complex units and weapons are being added, all of which add up to severe drains on the material resources. Enough ships, planes and ground force weapons will have to be made to provide and supply arms to a 3,500,000-man armed force. How this can be done without too severely dislocating civilian economy is the top priority problem of defense mobilization officials. The defense appropriations total nearly \$50 billion now.

Since so much of the defense program requires metal and rubber, these two items are the first to be affected by the allocations and priorities program. The 1949 record of automobile production may be cut back this year to a figure 66 to 75 per cent of normal peacetime production. Other hard goods to be affected will be household appliances, garden tools and metal for all types of building materials. Since much of modern warfare depends on electronic equipment it will be

necessary to convert some of the industrial manufacturing facilities and use otherwise limited materials which go into radio and television sets for defense and electronic instruments.

All of the expanded military program is integrated in the overall production program of the nation which is now operating at almost full capacity. The expanding production of the economy of the country is imposing new burdens on the transport systems of the country—trucking, rail, air and waterways. The biggest boom in the transportation field is in trucking with more than 8 million vehicles on the road. This compares to 4.4 million in 1939. While the general situation for the immediate future of trucking seems good, a few problems may appear which will cause the trucking industry some difficulty.

Trucking Equipment

Of some concern to truckers is the need for trailers, additions and replacements. Trucking interests have already made representation to defense officials in behalf of adequate supplies of steel, aluminum,



Employees at a plant in Detroit work on M-37 cargo vehicles, rugged 4-wheel-drive military trucks, on the same assembly lines with trucks being built for civilian use. This plant is filling current orders for more than \$92,000,000 worth of military trucks. Civilian route-van delivery trucks are in the background.

copper and related materials for trailer manufacture. If reasonable consideration is not accorded the industry on this score, some difficulties could well develop.

Of parallel concern is the condition of the nation's highways. The truck today is more than ever a key adjunct of national defense. Recommendations have been made by Presidential commissions and public roads officials for substantially strengthening and rehabilitating our roads, particularly those in our interstate system.

How the arms of the services will be made, the goods for the civilian economy will be manufactured and how they all will be transported will depend upon the manpower, a first class headache to the mobilization officials. The total labor force this year may reach as much as 68 million, according to Robert C. Goodwin, Executive Director of Defense Manpower at the Labor Department. This is a boost over the 66.2 million reached last August (including members of the armed forces).

The coming months will see a shift of as many as two million persons from civilian to defense work as the \$31 billion appropriated funds begin to take hold and the additional \$18 billion in arms becomes effective. Large numbers of women, older male workers, and handicapped workers will be brought into active work in the labor force.

In this situation of a tightening manpower problem is the crucial question of military age service and the draft. The armed services, civilian industry and the educational institutions are all competing for the 18-24-year-old group. Congress is now working out a selective service program in its aim to develop a 3.5 million-man defense set-up. Deferments are likely to be fewer and tougher in 1951 than they were in 1941. Some form of universal military service will be worked out by Congress. Next to the problem of working out the direction the nation's foreign policy is to take, is

Chicago Council Holds Banquet

*Joint Council 25 Annual Affair Is Well Attended;
General Secretary-Treasurer English Speaks to Group*

THE evening of Saturday, December 16, 1950, witnessed at Chicago's Palmer House in the main ballroom one of the most outstanding assemblies ever gathered in the name of Labor in that well organized city. The occasion was the annual banquet of the Teamsters' Joint Council. In its entire program, the banquet surpassed anything that the city of Chicago has undertaken along those lines.

Together with delegates and their families from all the member local unions, there were present prominent labor officials not only from the city of Chicago but also the entire country together with high government officials.

The fact that everyone left the gathering with unsolicited expressions of praise attested to the competent manner in which the banquet was held.

The entree of roast beef, coupled with all the trimmings served in a very unusual manner catered to the tastes of the most discriminating. In this department also a lot of foresight was used in that no phase of the preparation was left incomplete.

After the dinner the president of the Joint Council, Frank Brown, introduced many of those who had accepted invitations to attend, including the aforementioned government officials as well as representatives from other International Unions, in

the most critical manpower question.

As the mobilization program moves forward, we may expect to find many of the questions raised by the period of preparedness and tension being settled. How satisfactory the settlement may be to labor, cannot be foreseen. In the meantime, however, labor will continue its efforts to be heard in the high councils of Government.

addition to those of our own International.

The gathering had the extreme pleasure of hearing a short talk by the General Secretary-Treasurer of the Teamsters' International, John F. English. In his address the General Secretary-Treasurer called attention to the wonderful harmony among the 50 local union members of the Joint Council representing some 125,000 membership, and also the exemplary cooperation of these local unions with all others in our International. Such harmony and cooperation, declared the General Secretary-Treasurer, has its influence not only in Chicago and its environs but also throughout the nation.

Country First

General Secretary-Treasurer English also called attention to the critical situation facing our country and stated that it was now the country's interest first and the Teamsters' Union second. Brother English went on to say that while many an employer might take advantage of the present turmoil and whatever the future might hold, still the Teamsters would go on doing their part, living up to the reputation which it has gained and is maintaining.

In pledging the support of the entire movement to the government's cause, the General Secretary-Treasurer concluded by stating that every Teamster should shoulder a gun or buy a bond.

A one final impression that was gained from attendance at the banquet was the fine gentlemanly manner in which all conducted themselves and also the extremely capable way in which the president of the Joint Council, Frank Brown, and the chairman of the banquet committee, Ray Schoessling, handled all phases of the program.

82nd Is A Coalition Congress

MEMBERS of the 82nd Congress had not had an opportunity to survey their newly redecorated surroundings in the House and Senate chambers in Washington in early January before the machinery of the conservative coalition began rolling. As indicated by THE INTERNATIONAL TEAMSTER in December the new Congress would be controlled by the Republican minority plus the aid of the anti-Administration Southern Democrats and those sympathetic to the Dixiecrat wing of the party.

The lineup in the new Congress left Mr. Truman with a thin margin in the Senate which amounts to merely a paper majority without hard and fast control. The Republicans have 47 and the Democrats have 49 some of whom are definitely conservative.

House Is More Favorable

In the House the lineup is somewhat more favorable to the President but here again he will find difficulty in translating his wishes into legislation. The Democrats have 235 members and the Republicans 199.

When Congress opened the House conservatives immediately scrapped the 21-day rule whereby a bill might be reported out and sent to the floor of the House for action. The House by the vote of 244 to 179 reverted to the old Rules Committee control. This marks a definite turning back of the legislative clock and will spell curtains for much liberal legislation unless it happens to be favored by the cabal which controls the Committee.

The Senate likewise saw demonstration of conservative control when Senator Earnest W. McFarland of Arizona was named Majority Leader and Lyndon Johnson of Texas was named Majority Whip. These two posts were made vacant by the defeat in November of Scott Lucas of

Republicans, with the Dixiecrats, Cancel Out Democrats' "Paper Majority"; Foreign Affairs Will Probably Overshadow Domestic Problems

Illinois and the liberal Francis J. Myers of Pennsylvania. McFarland won over Senator Joseph O'Mahoney of Wyoming, liberal Democrat, favored by the Administration. McFarland is a middle-of-the-road to rightish member. He favors some Fair Deal measures.

With these two important demonstrations of power behind them, the coalition looked forward to further steps to be taken by the 82nd Congress in which they were definitely in the driver's seat.

Following the address of the President on January 8 the following seemed to shape up as claimants to the members' attention in the first six months of 1951:

1. Foreign affairs
2. Defense industrial mobilization
3. Military preparedness and arms aid abroad

It was apparent that domestic issues would take a secondary position unless certain aspects were closely tied into the mobilization program and had a direct and vital bearing on foreign relations. These three major topics are closely interrelated, each bearing importantly on the other two.

Taft in Driver's Seat

Organized labor could hope—and only hope, many feared—for legislation in the labor and social welfare field. With the friends of labor fewer in 1951 than they were in 1950, it was apparent early that any Taft-Hartley modification would be made along the lines dictated by Senator Robert A. Taft or not at all. Labor's repeated all-out efforts for repeal seemed a dim hope indeed.

The American Federation of Labor, long a leader in the fight for improved Social Security, was prepared to urge more amendments to the Act. The possibilities for enactment under coalition control seem somewhat remote.

The country's security and the fight against Russian aggression was the overwhelming issue before Congress and this was highlighted by the President in his annual message. The Senate, as the issue of THE TEAMSTER was being prepared for publication, had become the chief forum for the "great debate," as the foreign policy discussions were being called. The debate had been led off with a speech by former President Herbert Hoover who urged an outpost theory which had been tabbed by the Administration and liberals generally as an insular and isolationist program.

Ohioan Will Be Heard

Senator Taft in a full-scale speech on foreign policy left no doubt in his colleagues' minds that he would take part in foreign policy making. He served notice that he would be heard—and heard emphatically—on foreign affairs. He was staking much of his claim to attention on constitutional grounds.

The Administration's answer in foreign policy came with the appointment of General Dwight D. Eisenhower by the Western Powers as Supreme Commander. The great debate was scheduled to continue for some time before final policy would be forged out on the anvil of public discussion in Congress. How that policy would finally be shaped in the tug of war between Congress

and the President would largely determine what action would be taken on the other two major topics of the early session—mobilization and military preparedness.

The kind of foreign policy which the nation adopts will determine how much mobilization will be needed and how many men under arms will be necessary to enforce that policy.

Both Congress and mobilization officials were being importuned by various groups on the matter of controls. Some groups favored control while others such as the politically potent American Farm Bureau fought against controls.

Congress is being called upon to express itself on many matters affecting the military policy and manpower situation. Universal military training of some sort will undoubtedly be adopted. The question remains on detail and method not on the need for it. The recent editorial comment by General President Daniel J. Tobin received wide attention in the daily and labor press. The entire Armed Services Committee joined in introducing a bill on military training.

A major policy question involving both arms and foreign policy concerns the extent of arms aid to be given to friendly nations. A program of extensive aid both in men and arms would require substantial numbers of troops. A policy of providing chiefly arms with some advisers would mean a procurement and manufacturing program, but a less ambitious manpower commitment.

Related to this was the slow change which is taking place in the Marshall Plan aid which is being extended to European countries. This aid, heretofore, has been of an economic nature to help the European nations help themselves. The aid from this point onward may well be given a military and defense slant. Some of the critics of the Administration saw, however, an opportunity to effect some budgetary savings and hoped thereby to bring income and outgo nearer to balance.



OREGON'S APPLES

'wear' Teamsters' label

OREGON'S nationally-famous Hood River apples now are eligible to "wear" the Teamsters' label.

An agreement was signed last month by AFL Cannery and Fruit Workers Local 883, Hood River, and the management of the Apple Growers' Association which markets the popular "Diamond Brand" fruit from coast to coast. Approximately 2,500 apple workers will be receiving the uniform scale and standard conditions prevailing throughout the northwest canning and food processing industry.

The contract climaxes several years of organization work and way for the signing was paved in October when Local 883, of which H. P. Woodbury is secretary, won an NLRB representation election by a thumping majority.

The victory brings into the Teamster cannery setup one of the last major unorganized processing operations in the northwest.

Walter H. Briem, Statistical Director of Joint Council No. 37, Portland, Oregon, who was assigned to the negotiations by the Western

Conference of Teamsters, points out that wage scales negotiated for the AGA workers are as high as any in the territory and hours and working conditions are second to none.

Lew Harkins, Director of the National Cannery Conference, was called to Hood River from San Francisco to coordinate the final signing.

Harkins recalled that at a recent Western Conference of Teamsters meeting, Dave Beck, Executive Vice President of the International Brotherhood of Teamsters, had declared the intention of the Teamsters was to "harness the purchasing power of the East to the productivity of the West."

The signing of this agreement will enable the Teamsters to make practical application of this intention.

Representing the firm during the negotiations were J. E. Klahre, general manager; E. C. Ziegler, personnel manager; Howard E. Flint, superintendent; Arne E. Uedlius, labor-management board member; R. Ryals, and William E. Yoemans, secretary of the Northwest Packers' Association.



Management and Teamster representatives at signing of Oregon agreement. Seated, left to right: H. P. Woodbury, William E. Yoemans, J. E. Klahre, and E. C. Ziegler. Standing: Howard E. Flint, Arne E. Uedlius, R. Ryals and Lew Harkins.

A Postscript to the P.I.E. Case

A DISSENTING opinion by a member of the Interstate Commerce Commission points up the problem of motor transport progress in the face of tradition-bound ideas.

The case involved the application of the Pacific Intermountain Express Company for authority to secure control of the Keeshin Motor Express Company and certain other properties. The application was denied by the I. C. C.

The application was opposed by numerous rail and motor carriers and was supported by the International Brotherhood of Teamsters. While the decision was made by the I. C. C. in November, the dissenting opinion of Commissioner Charles D. Mahaffie is well worth noting to those who follow the continuing transportation conflict.

Said the Commissioner:

"The majority embark on what seems to me to be a dubious policy of attempting to afford regulatory protection to the railroad industry generally at the sacrifice of improved motor carrier service through the unification of these carriers. This change of policy seems to result from fear that the railroads will be unable effectively to meet the competition which the single-ownership of these properties by P. I. E. would afford. This fear, in my opinion, is not justified by the record. But even if it were, it should not be allowed to determine the issue in this proceeding. These motor carriers, like the railroad protestants, are common

carriers. As such, under the statutes we administer, they not only are permitted, but are required to compete for business. In order to succeed they must, in the long run, furnish a better service in relation to its cost than is elsewhere available. If they can do that it is entirely consistent with the national interest that they succeed. If they fail in that regard, they will not long continue in business. The theory that the growth of one type of carrier must be restricted lest another presently handling the traffic be injured is, as I see it, not only legally unsound but is, from a transportation standpoint, dangerous. If followed over the years, such a theory would have greatly retarded the development even of the railroads themselves, in whose behalf it was invoked. It would have stifled carriage by pipeline as well as by barge. The transportation system of this country has developed to the present adequacy and efficiency principally as a result of the competitive struggle not only between individual units but also between different types of carriers."

The transportation policy of the country was cited by Commissioner Mahaffie:

"It is hereby declared to be the national transportation policy of the

Congress to provide for fair and impartial regulation of all modes of transportation subject to the provision of this Act, so administered as to recognize and preserve the inherent advantages of each; . . . all to the end of developing, coordinating and preserving a national transportation system by water, highway and rail, as well as other means adequate to meet the needs of the commerce of the United States, of the Postal Service, and of national defense. All of the provisions of this Act shall be administered and enforced with a view to carrying out the above declaration of policy." (54 Stat. L. 899).

Commenting on this policy, the Commissioner's dissent continues:

"I am unable to reconcile to decision in this proceeding with the standard so announced. The railroad's evidence consisted largely of statistics showing trends affecting the railroad industry generally. None was introduced showing how any particular railroad would be adversely affected. I am not convinced that the substitution of our regulatory protection to the railroads in lieu of free competition between the two modes of transportation is in the public interest, or that prevention of the further natural growth of the motor-carrier industry through consolidation of existing operations will materially assist the railroads in retaining traffic to their lines. This problem is largely one of service to the public, and competition is far more effective in achieving improved service than is regulatory protection of the status quo."

ALWAYS BUY SUPPLIES
where this symbol is displayed



SHORT HAULS



Add 10,000,000 Persons To U. S. Social Security

Some 10 million additional citizens came under the protection of the Social Security system last month when the amendments to the law became effective.

Seven groups of persons are included in the additional 10 million which now brings the total under the Act to 45 million. The seven include:

1. A million domestic workers.
2. About 4,700,000 self-employed workers (earning \$400 a year or more).
3. Some 850,000 regularly employed farm workers.
4. About 250,000 temporary non-civil service employees.
5. 150,000 Americans working overseas on American aircraft.
6. About 400,00 employees and self-employed persons in Puerto Rico and the Virgin Islands.
7. Employees of a state or city-owned transit system, under certain conditions.

Under the new amendments the new Social Security tax will be levied on the first \$3,600 of wages. The American Federation of Labor took leadership in pushing the amendments broadening the Act. Further improvements will be sought in the 82nd Congress.

Motor Transport's Role Important in CD Work

The vital role of trucks and truck transport in a civilian defense emergency is dramatically pointed up in a new 250-page book "Civil Defense Health Service and Special Weapons Defense" issued recently by the Federal Civil Defense Administration.

The book is a compilation of information required by state and local planners for civilian defense health services against three ultra-

modern types of warfare: atomic, biological and chemical.

In the chapter on "First Aid and Ambulance Services," the volume reports that 96 stations with 17,000 attendants would be required for an air explosion of one atomic bomb in an area with a population density of 13,000 persons per square mile.

Chemical and biological warfare are discussed with some emphasis on the use of nerve gases. The whole range of health protection services are discussed in relation to their use in a civil defense emergency.

Chicago Takes Action on City's Traffic Problem

Chicago is taking drastic action to do something about its traffic situation.

A new code has been enacted

which sets up the Chicago Traffic Advisory Commission and revises virtually the entire system of ordinances governing municipal traffic.

Enactment follows a year's study by a joint safety committee group. The code enacted is substantially that proposed by the Northwestern University Traffic Institute.

Chicago's new traffic commission of 17 members which is being set up will have broad control over traffic conditions. A 25-mile speed limit on residential streets which are built up to the extent of 50 per cent for residential use; a ban on diagonal parking and a truck load limit of 18,000 gross weight pounds per axle are part of the new regulations.

Natural Ice Harvesting Retreating Northward

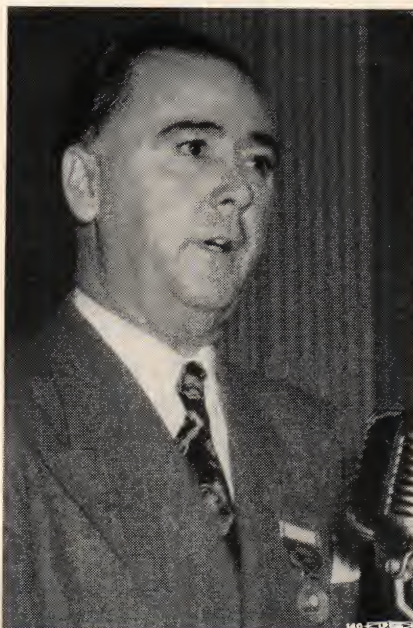
The early cold winter of 1950-51 season has reminded many an old-time Teamster who used to drive ice wagons of the era of natural ice harvesting.

Before the days of mechanical refrigeration and commercial production of ice, natural ice harvesting was big business. Ice-cutting used to be a familiar scene in northern states where ice was harvested for local sale and export into other areas of the U. S.

Today with the country's 7,000 ice manufacturing plants going strong the business of harvesting natural ice has shown a retreat to the extremely northern areas. The old horse-drawn ice-cutter has given way to a power-driven circular saw in areas where pond, lake or still-water ice is cut. Some of the railroads in Canada and northern U. S. and some summer resorts still use natural ice.

Incidentally, the first U. S. patent on a household ice box was obtained by a Montgomery, Maryland farmer, Thomas More in 1803. The first ice-making machine was in-

Reelected



William Lee, president of Local Union No. 734, Chicago, Ill., was recently honored by his local by reelection to its presidency for the sixth five-year term. Lee has not only served as an outstanding local union president, but he is also head of the active Chicago Federation of Labor. No. 734 is the Bakery, Cracker, Pie and Yeast Wagon Drivers local.

vented in 1850 by one John Gorrie, but it was not until 1914 that artificial ice-making passed up the natural type in commercial volume.

J.C. 55 Bars Representation In Groups Open to Reds

Teamsters' Joint Council No. 55, Washington, D. C., which includes some 8,000 members in eight different locals, has voted to ban Teamster representation in any labor group which permits the seating of Communists or former Communists as delegates.

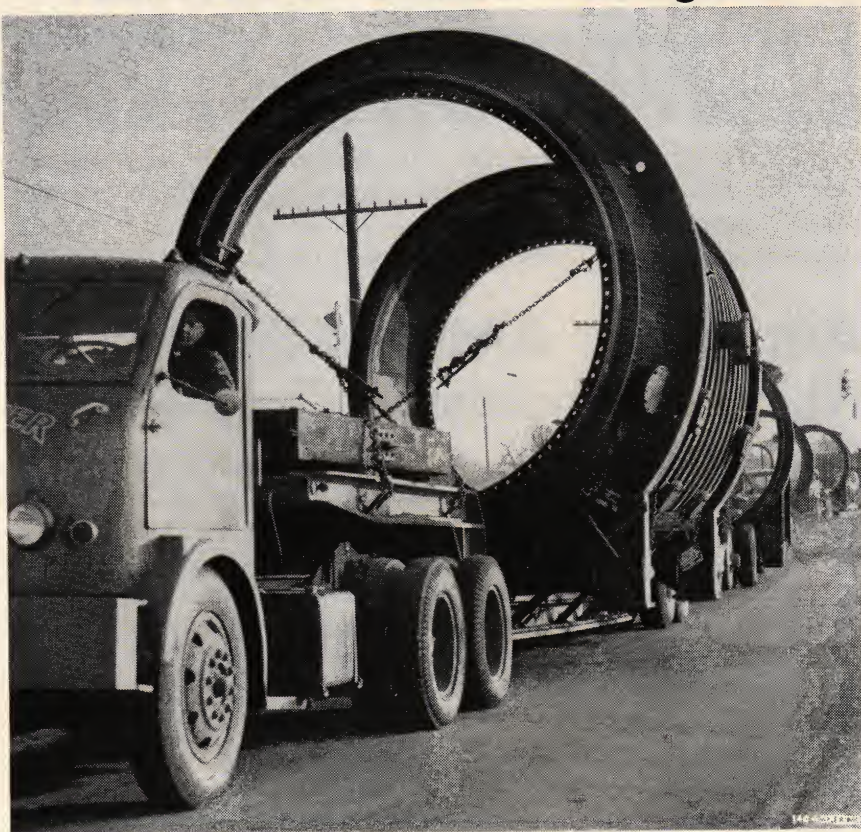
Action came in the Joint Council following revelation that three officials of another AFL union had testified before a congressional committee that they were former members of the Communist party and had taken over leadership of their local union.

Similar action to that of the Teamsters was taken by Local No. 4, AFL Bricklayers.

7.5 Million Trucks on Road, Says National Auto Survey

New records are being set in the number of trucks on the highways with an all-time high total of 7,-

Teamsters on Unusual Hauling Job



Trucks carrying giant steel tubes, parts for a new high altitude test chamber for the National Advisory Committee for Aeronautics at Cleveland, Ohio, airport, roll along a highway on the last lap of a four-day trip from Midland, Pa. A five-truck convoy, manned by union Teamsters, carried the unusual 180-ton load on its 120-mile trip.

566,650 trucks registered as of July 1, 1950, reports R. L. Polk & Com-

pany, directory and survey organization.

Trucks have increased in every state ranging from .02 per cent to a high of 17 per cent with the state of Wyoming in the lead. Others in order, according to the survey are Nevada, 15.5 per cent; Delaware, 14.7 per cent, Texas and Idaho each, 12.7 per cent; Louisiana, 12.6 per cent and North Carolina, 12.3 per cent.

California tops the parade of states in number of trucks registered with a total of 595,886 with Texas second with 514,163 trucks. New York is third with 417,801; Pennsylvania fourth with 399,219; Illinois fifth with 345,017, and Michigan sixth with 248,933.

The Polk report shows that there are more 1948 trucks on the highway than any other model.

The same survey shows that as of July 1, 1950 there were 35,921,941 passenger cars.

Teamsters Fete Philadelphia Tots



The annual Christmas party given the orphans of Philadelphia by the members of Local 107 employed by the Mack Transportation Company was held this year at St. Vincent's Home. Employees of the company take up a collection and the amount is matched by the employer, Mr. Ted Mack. The members buy food and presents for all the children and a committee headed by Steward Joseph Carroll serves dinner.

LABOR DECISIONS

THE INTERNATIONAL TEAMSTER, in reporting decisions of the National Labor Relations Board, state and Federal courts, is providing the membership with general information. These data are not to be taken as legal advice, but merely factual reports on cases involving labor.

Anti-Labor Attitude Blasted by NLRB in Teamster Case Ruling

An echo of the over-the-road organizing campaign of 1949 was heard when the National Labor Relations Board in late December decided in favor of two truck drivers and against an employer who was trying to interfere with a union organizing campaign.

The case involved the E. B. Law & Son Company in Las Cruces, N. Mex., and Local Union No. 941, International Brotherhood of Teamsters. The facts of the case are briefly:

In April 1949 the Teamsters were conducting an over-the-road campaign and the employer told some of his workers that the union would let the men work only 40 hours a week and that the hours would have to be cut back if the union were able to organize the drivers.

On April 25 a union representative called on the employer who told the union man that he would sooner sell, give away or jack up his equipment than operate with a union. He categorically denied the union representative's request for permission to talk to the drivers about the union.

On May 5 a meeting was held at the home of Employee Jones. On the afternoon of the planned meeting the employer's brother asked a driver if he was going and the response was that he knew nothing about the meeting. The worker was told that Mr. Jones' last pay check had been prepared.

During the evening of the meet-

ing the employer's brother dropped by the Jones house ostensibly to pick up an article left there and he saw the union representative. The next day when Jones reported for work, he was discharged and told that the employer would not even have a man working for him that even thought about the union.

Another employee, McClure, was discharged because he had been invited and had intended to go but did not go. The employer said he knew McClure was a "big, strong union man."

When the hearing was held before the NLRB trial examiner, the employer had a different story to tell.

In the Jones case, the employer said he had not discharged for union work or activity, but because he had driven his truck trailer at excessive speeds and otherwise abused the unit during the previous four months period.

The examiner found that the evidence did not sustain this charge. He found that the employer had been unable to prove the charge and that the damage to the truck had not been caused by the driver.

The employer in the McClure case said that this driver was discharged for drunkenness on the job and failure to make deliveries on time. The trial examiner found no evidence that occasional drinking prevented the employee from performing his assigned work. Further, it was found that other drivers who frequently returned late and had

similar records were not substantially disciplined by the management officials.

The employer sought to show that the trial examiner was substituting his (the examiner's) judgment for that of the employer thereby impinging on the managerial prerogatives of management. Said the NLRB on this:

"As the General Counsel (of the NLRB) had established a prima facie case of discrimination, it becomes necessary for the trial examiner to determine whether or not the reasons advanced for the discharges were the true reasons or mere pretexts. We are satisfied that the trial examiner's purpose in evaluating the reason advanced by the Respondents for the discharge of Jones and McClure was not to substitute his own judgment for that of the Respondents, but to ascertain whether or not the discharges were illegally motivated. In any event, we have reviewed the entire record and are of the opinion that it establishes that the Respondent's motives in discharging Jones and McClure was to discourage organization of the Respondent's employees."

Another unusual twist in anti-labor efforts was shown up in this case. Following the demonstration of open hostility to the union, the employer had a paper drawn up and placed on his desk. The paper said:

"We have been contacted by Wolfe, representative of the A. F. of L. Teamsters Union. This is for the purpose of deciding whether or not we should form a Union shop."

"Indicate below whether or not you desire Union Membership."

The employer contended before the trial examiner that the workers were free to sign or not to sign and that there was not coercion of any sort. To this the Board replied in detail and found that the handling of the paper was an effort to force the men to sign against the Union. Said the NLRB:

"... proof that the Respondent's

poll actually coerced the employees is not necessary to support a finding of violation of the Act, if such proof were needed it is found in Moore's statement at the time he signed the ballot sheet that he would have to sign 'No' to keep his job. Respondent's failure to dissipate that impression and the fact that all drivers who signed placed their signatures in the 'No' column under the eyes of their employer, and none signed the 'Yes' column is not surprising in the light of the Respondent's hostility to the Union, expressed openly to Jones, Wolfe, and Moore as found above."

The Board also observed that the dispatcher and a relative of the partner and owner of some equipment both signed in the 'No' column.

The Board ordered the employer to cease and desist from interrogating the workers either orally or in writing; the cease threatening drivers with loss of job, reduction in working hours or to give away or store equipment; to cease his surveillance over employees and to cease discouraging membership in the Teamsters and to cease interfering with drivers' right to organize.

The employer was ordered to offer reinstatement and to make whole (make up pay) the two employees involved in the complaint.

NLRB Rules on Member's Preelection Statement

The National Labor Relations Board has held that preelection statements by a union representative that it was not necessary to vote did not exceed the limits of preelection permissible conduct.

The decision drew a strong dissent from Chairman Paul Herzog.

The case involved the Rocky Mountain Gold Dredging Corporation and a union local of the AFL Operating Engineers. There were 59 eligible voters and when the votes were counted 28 were in favor of the union and 25 against. The company filed objections to the elec-

tion on the ground that the union representative told certain of the employees it was not necessary to vote and that a failure to vote would be counted against the union. The company contended that the representations had dissuaded at least four from voting and this would have been enough to reach a different result.

The Board refused to find for the company and held that the objections did not raise material or substantial issues. It, therefore, certified the union as bargaining agent.

In his vigorous dissent, Chairman Herzog said:

"Statements such as these, inducing employees not to exercise the franchise by misrepresenting the legal effect of their failure to vote in a representation case, seem to me to be much more than 'permissible preelection conduct' or campaign propaganda. They go to the very heart of the Act, amounting to an attempt to secure representative status by misstating the Act's own provisions. I see little difference between inducing employees to keep away from the polls by what amounts to fraud and accomplishing the same results by threats."

Include Fringe Workers in Bargaining Unit—NLRB

Inclusion of certain so-called "fringe" workers in an election was held valid by a recent decision of the National Labor Relations Board.

The facts in the case which involved the International Association of Machinists, Lodge No. 77, and the Waterous Company of St. Paul, Minn., are:

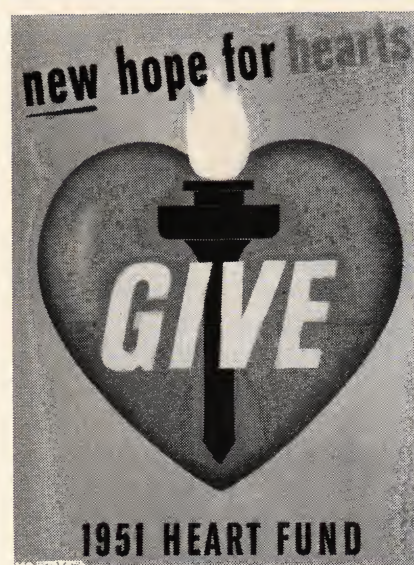
The union had been bargaining representative for most of the employees of the company and was seeking to enlarge its coverage. Five employees were included in the enlarged unit: a receiving clerk, shipping clerk, tool crib attendant, and two store tenders. The company claimed that these employees were salaried clerical workers and hence ineligible.

The question arose: should a separate election be held? The Board answered in the negative with two of the members dissenting—Chairman Paul Herzog and member J. J. Reynolds, Jr.

The Board said that it had been the practice to make a self-determination among fringe employees to see whether or not they cared to be part of the larger group. But said the Board:

"However, upon reconsidering our past practice, we have come to the conclusion that there is no cogent reason or statutory policy for balloting fringe employees separately in circumstances where, as here, the only union (or unions) seeking to represent the fringe employees, on any basis is at the same time, asking for an election and certification in the basic appropriate unit in which the fringe group properly belongs. Accordingly, in this case, we shall direct an election in the single voting group which includes all employees in the unit herein found appropriate."

Chairman Herzog thought a separate election should be held among the fringe employees and give them a chance to see whether or not they wish to belong to the larger group. He said otherwise in such cases as this employees in small fringe groups might be "overwhelmed by mere weight of numbers."



Unionists Answer Blood Appeal

San Jose Labor Contributes 350 Pints of Blood

In Response to Call by the American Red Cross

UNION members responded nobly to the call for blood donors in San Jose, Calif., by contributing 350 pints of blood in a two-day campaign headed by Kenneth M. Griffin, secretary-business manager of San Jose Automotive Teamsters Union, Local 576. Brother Griffin is well known as a Teamster organizer throughout California.

Adverse weather for days previous to the "Labor Blood Donor" days, December 15 and 16, and limited time available for use of the Red Cross Blood Bank equipment resulted in the campaign falling short of the goal of 1,000 pints, optimistically set for Labor by the Red Cross leaders.

Brother Griffin explained that many persons who had signed pledge cards issued by the Blood Bank Committee reported but were sent home because of severe colds. The second-day rush jammed the San Jose Labor Temple where the Red Cross had set up equipment, but previous commitments forced the Red Cross to close off its program before all donors had been processed.

With only a three-week buildup, the blood campaign was publicized in the daily and weekly Labor press, by speakers at union meetings, by direct mailing by many larger organizations, and by word of mouth.

Large posters were prepared by Griffin's committee and placed in prominent store windows and on plant bulletin boards.

The posters had pictures showing blood donations on the battle front and in a civilian hospital and read as follows:

"SAVE LIVES! Your armed forces need YOUR blood donation. Organized Labor must respond to this call. Be a Good American. Accept your responsibility as a citizen and protect your heritage of

freedom—DON'T BE A SLACKER! Make your blood donation at the Labor Temple."

The committee set up the blood donation program to include the first day for miscellaneous union members and the second day for building craftsmen. The first day netted 100 pints of blood although equipment was on hand for only a few hours. On the second day, 250 pints were contributed.

Brother Griffin said that Organized Labor in San Jose feels very strongly the need of sending blood to men on the fighting front. Before the donations, arrangements had been made with the Red Cross to send the whole blood by special plane direct to field hospitals; and within a week the blood from the union men was being injected into

veins of wounded servicemen in an effort to save lives.

The following letter was received by Brother Griffin from Fred Fletcher, head of the San Jose Chamber of Commerce in 1949 and chairman of the Red Cross Blood Donor Recruitment Committee:

"We here at Red Cross Headquarters are deeply grateful to you and your committee for the results obtained in the Organized Labor Drive for blood. I know the results do not measure up to what you anticipated but those of us who have been in this for some time know that you had a marvelous success.

"Would you be good enough to convey our feelings in this to your splendid committee. Naturally, you realize with us that our task has just begun and the final reward for your efforts and those of your committee will be forthcoming when the individual units of your organization will realize the importance of this work, the same as you do.

"Our hearty congratulations . . ."

Joe Weber Passes; Musicians' Founder

The recent passing of Joseph N. Weber, president emeritus of the American Federation of Musicians and a vice president of the American Federation of Labor, removes

one of the "grand old men" of labor's ranks.

Mr. Weber, who was 84, died in Beverly Hills, California. He attended the 69th convention of the AFL, held in Houston in



J. N. Weber

September, and received rising applause from the delegates when introduced by AFL President William Green.

Joe Weber came to America from Austria-Hungary in 1880, and started his musical career playing in Tabor's Opera House in Denver. He was one of the organizers of the

Denver Musical Union which later joined with similar groups to establish the American Federation of Musicians. In talking once of the early-day status of musicians, Weber said, "We had no respect, either socially or economically, from anybody, so I became a fanatic on the subject of doing something for musicians." He traveled widely, pleading for musicians to organize.

The federation was formed in 1896, at Indianapolis, when Samuel Gompers extended an invitation to locals in several cities to establish a national union and affiliate with the AFL. Weber became its first president and held the post for 40 years. When he retired, the organization had grown to 170,000 members.

Telegraphing condolences to Mrs. Weber, who worked beside her husband for many years, AFL President William Green said, "I cannot express the feeling of sorrow I experienced . . . His death is shocking and his passing touches our deepest emotion."



ALL rested up after the Christmas onslaught and finding midwinter a little boring, as we all do? Well, one definite cure for an attack of the winter doldrums



is to take a course in something or start a hobby. Come the first of February, many schools and clubs start a new group of classes. How about taking up the fascinating art of ceramics? You can make all your Christmas presents

for next year. Or how about joining a class at the local YWCA? At our "Y" there are many interesting classes offered at a reasonable fee. Friends of mine are taking the Interior Decorating Class and say it is most helpful. This might be a good course to take if you are planning any redecorating in your domicile this spring. Another acquaintance of mine has just completed the "Y's" Hat-Making Course. I saw her on the street yesterday in one of her creations and it was just darling. Perhaps it's physical streamlining you're after. The "Y" has reasonable reducing exercises and swimming classes guaranteed to do wonders for you if you'll stick with them.

Might think it over, girls. A new interest can give you a new lease on life and make you a more interesting person.

* * *

New Recipe

Here's a reasonable recipe for cookies that all children love. Peanut butter is very nutritious and chock full of Vitamin B and healthful minerals, so these cookies will serve two purposes—they'll satisfy hungry, young after-school and before-bedtime appetites and be good for the kiddies besides.

PEANUT BUTTER COOKIES

- ½ cup peanut butter
- ½ cup sugar
- 1 egg
- 1 cup sifted flour
- 2 teaspoons baking powder
- ¼ teaspoon salt
- ½ cup milk

Mix peanut butter, sugar, and beaten egg. Sift dry ingredients and add alter-

nately with the milk to the first mixture.

Drop by teaspoonfuls onto a greased baking sheet about 1 inch apart. Bake in a moderate oven (350° F.) about 15 minutes until lightly browned.

* * *

All About Spices

There's a new booklet that has just been published about spices—what they are, where they come from, and a smattering about their use. (No recipes, however.) If you are interested in knowing more about these fascinating "magic pigments without which all culinary creations would be dull and lifeless," as the pamphlet refers to spices, you might send 10 cents to:

Information Bureau,
American Spice Trade Association,
350 Fifth Avenue,
New York 1, New York.
Just ask for the pamphlet "Spices."

* * *

About Your Garden

Yesterday I was in a florist shop and saw the first early sprays of forsythia, brilliant yellow harbinger of spring. It won't be very long before spring "breaks through" and it's time we were beginning to plan a garden if we want one come this summer. If you have the space, you certainly ought to have a vegetable garden. With food prices the way they are, growing your own fresh vegetables can be a big saving on your food bill this summer and by canning your surplus, next winter's bills can be cut, too. If you are thinking of having a garden and want to plan ahead, here's a rough time schedule as to when you should do your planting:

Beets should be planted in April, May, June, and July.

Plant early carrots in April; late ones in May, June, and July.

Lettuce may be planted in April, May, June and July and until mid-August.

Plant onions in April and May.

Peas should be planted in April, May, June, and July.

Radishes should be planted in small



quantities all during the summer from the first of April to the end of September.

Snap beans can be planted in May, June, July, and August.

Lima beans—plant in May and June.

Corn—plant from first of May until the middle of July.

Plant cucumbers in May and June.

* * *

Painting Helps

Thought you might decide to do a little painting come spring, so our household hints this month are about painting:

(1) Before having the house painted, coat all the windows with a cleaning powder; when the painting is finished, the powder and any paint on the glass can be removed in one operation.

(2) When painting a door, grease the knobs and hinges with vaseline before starting to paint. After the paint job is finished, wipe the knobs and hinges with a cloth, and the vaseline and any paint marks will come right off.

(3) Paint screens with aluminum paint and no one can see in, but you can see out.

* * *

About Vacations

Referring back to getting over the Christmas onslaught—if you've managed to catch up on all the Christmas bills by now, how about looking forward to summer and a vacation? If you don't have a vacation fund, try if you can to start putting a little



aside every week. Everyone should have a change and rest come summer, but so often we let it go by the board and stay at home because we feel we can't afford to go any place. Start today to budget your funds to include a vacation trip this year. Even if it is only a long week-end, it will do you lots of good and will be something pleasant to look forward to.

* * *

Save a Life

Listen, ladies. Want to do something that will make you feel perfectly wonderful spiritually, won't hurt you a bit physically, and may save a life—perhaps the life of some one near and dear to you? Our wounded boys in Korea need blood. The Red Cross will provide it—but only if our citizens are willing to give it. If you are physically fit, weigh 110 pounds or more and are under 60 years of age, call your Red Cross chapter, blood donor section, and make an appointment to give a pint of your blood today.

* * *

Paris Forecast

According to the Paris make-up experts, women are headed for "paleface" days. Face powders and make-up bases are being made in very light shades and lipsticks much darker. (The Vampire era, maybe?)

A Cold Blizzard, A Warm Story

(Continued from page 9)

day . . . when we can honor a community which has extended to truck drivers and motorists representing nearly every section of the country the old fashioned hospitality for which Pennsylvania is famous."

At Medina, Walter G. Mitchell, member of Local No. 299, Detroit, a driver for Kramer Bros. Freight Lines, Inc., Detroit, presented the check to Mayor Brown and a plaque to Earl Gibbs, chairman of the recreation commission. Former Ohio legislator John L. Smith was master of ceremonies.

Brother Mitchell, in presenting the check, said "we think it was a pretty wonderful thing. Most of us truck drivers feel that we are capable of getting our loads through in most any kind of weather. But in that storm there were thousands of boys who would have had a pretty rough time if the people hadn't gone to bat for them."

In responding, Mayor Brown said, "I hope we don't have to face a situation like that again, but if we do, I can assure you that the latchstring of Medina will be open to you."

Trucks began converging on the town shortly after 6:30 p. m. and parked to form an unbroken line around the town square during the ceremonies. Other tractor-trailer outfits pulled into reserved spaces on side streets. Guest speakers included John L. Smith, managing director of the United Truck Owners of America, and C. W. McCaughey, chief maintenance engineer for the Ohio State Highway Department.

During the snow storm last November, two thousand trucks were stranded on a 19-mile stretch of highway near Irwin. With the mercury at 10 above zero, the town's citizens mobilized to provide food and hot coffee and sleeping accommodations for the marooned drivers.

"The people couldn't seem to do enough for us," reported one grateful Teamster.

THE TEAMSTER LOOKS AT WORLD TRANSPORT



Reindeer in the Far North

REINDEER as a mode of transportation may seem to most people like some mythical method which exists only on Christmas cards or in children's story books. While not an extensive form of transportation, reindeer play an important role in the life of the Laplanders up near the Arctic Circle.

Transportation, however, is only one attribute of the hardy beasts in the life of the Lapps. The animals provide not only transportation, but are a source for hides for clothing and meat for the limited diet of the Northerners.

The reindeer used for transportation in hauling sledges are the Siberian type which were imported into our own Alaskan Territory some 70 years ago. At that time the U. S. Office of Education had the welfare of the Eskimo in American territory under its jurisdiction. In order to help out the Eskimos several hundred reindeer of the Siberian type were imported for breeding purposes. The Siberian animals thrived in the Alaskan area and within 20 years the reindeer population had grown far past all normal needs for the natives.

Efforts were made to prepare reindeer meat for commercial market, but the success of such attempts have been either limited or practically nil.

Although many stories come out of the American and Canadian North about reindeer, the fact is that the North American animal is not a pack or draft animal. It is known as the caribou. The Siberian animal has proved hardy and fairly efficient for primitive transportation, but its use is definitely restricted to a small and remote area of the world.



Coil Spring Rack Makes Hanging of Tools Simple

A rack recently brought out simplifies hanging and storage of tools. The unit consists of a 22-gauge open-end metal shell which is 18 inches long, 2 $\frac{3}{4}$ inches wide, and $\frac{5}{8}$ of an inch thick. It is finished in baked-on enamel.

Along the length of the shell are a series of slots for holding sliding ring-clips. In front of the line of slots, a 5/16-inch plated coil spring is held in position by the sliding ring-clips. At each end the spring is held in place by the screws which mount the unit to the wall, over the bench, or any desired location.

The sliding ring-clips are moved either way to make the holding space of the correct size for hanging any desired item. When the tool is inserted between the coil spring and the metal shell surface, the coil spring tension holds it securely.



Sliding-Jaw Vise Easy To Set and Operate

A sliding-jaw, machinist's vise is being offered now by an Indiana manufacturing firm. By turning the handle counter-clockwise, the operator puts the vise in neutral position and the forward jaw may then be slid open to the desired position and tightened against the work with a single twist of the handle.

The vise is available with stationary or swivel base.



Twin Mirror Eases Woes Of Parking, Says Maker

A twin mirror for the right side of a vehicle is said to bring front and rear right curb into view through the windshield and facilitate and speed parking. According to the maker, the mirror shows space between cars, thus saving energy and tires.

The mirror is 4 inches in diameter and has chrome finish. It is said to be fully adjustable and easily attached to any car. No holes are required for installing.



Many Uses Are Claimed For New Electric Torch

A new heat gun, recently introduced, has many uses, the maker says. It is claimed the gun is practical for removing paint, cementing floor and wall tile, melting "dope" from wiring in generators, melting sealing compound from storage batteries, annealing light metals and other duties requiring concentrated heat.

The radiant electric heat principle is employed by the flameless electric torch. Used like a blow torch, the unit will not scorch burn a surface, the manufacturer reports. Thus, it can be used on canvas-covered surfaces as well as metal or



wood. The unit weighs 2 pounds and operates on 115 volts, ac or dc.



Device Checks Level, Condition of Oil

A device for checking level and condition of oil in the crankcase can be operated by a touch of the finger on a button. A sample of the oil is pressed into a lighted chamber for the operator's inspection.

A "double-eyed" model of the same unit also has a check for automatic transmissions.



Spiral Hacksaw Blade Claimed Non-Chattering

A spiral hacksaw blade now in production can be used on any standard hacksaw frame where blades hook over pins. The blade resembles a round file and will not chatter on tubing, pipe and

light gauge metals, the manufacturer states. It can be used to enlarge or ream small drilled holes.

The blade also can be employed in moderate speeds on a power jig. The 10- or 12-inch blades come in sets of three—one rough, one medium, and one fine.



Tire Lubricant Preserves Casings, Maker Claims

A tire lubricant recently placed on the market will further the life of casings, according to the manufacturer, when the product is used as directed. The preservative also prevents tire-rim freezing and speeds tire changes, it is claimed.

The maker says his product is made from a new type material which is not inflammable, is non-toxic, and not a petroleum composition.



Reverse Warning Signal Provides Quick Alarm

A reverse warning system for backing trucks gives a signal with the first 8 inches of backward motion. The alarm system can be mounted near the rear of any truck chassis and operates with or without the motor running.

A special automatic interrupter switch connects on the transmission speedometer to furnish the alarm. It may be installed on either 6- or 12-volt system.



Muffler Cuts Noises Without Back Pressure

Exhaust noises and fumes are reduced without objectionable back pressure with a newly marketed muffler, the manufacturer reports. Made of aluminized sheet to combat corrosion, the muffler comes in two types: vertical cab-mount and oval.

Both types are designed for gas or diesel engines ranging from 150 to 300 horsepower.

David and Goliath?



A small tractor, shorter than an auto and weighing only six tons, tows two diesel locomotives weighing a half million pounds. On rails the tractor can tow two and a half times its own weight.

Relax WITH US

The Big Decision

"This is your fifth offense," said the stern judge. "We have been lenient with your traffic offenses in the past, but this is serious. Where is your lawyer?"

"I don't have one, Judge," replied the delivery driver. "To be frank, I knew it was so serious I decided not to get a lawyer. I'm just going to tell the truth!"

★

Labor Analysis

The tycoon had been cornered in his club by an incessant bore. "You must have a tremendous plant," he gushed. "Tell me, how many people work there?"

"Oh," replied the tycoon, "roughly I should say about half of them."

★

Close Call

Two vets were exchanging war experiences. "And then I saw this Jap rise up out of a foxhole. He levelled his rifle at me and before I could get my gun up, he shot. The bullet went right through my left chest."

"That's malarkey!" snorted the other. "Why, that would have put it right through your heart and you'd be dead!"

"Nope," replied the other. "When I saw him level that rifle, my heart sank so low the shot missed it complete!"

★

Fair Proposal

The diesel rig had conked out on the highway. As the dispirited driver gazed at the defunct engine, a woman drove a car right up behind it and stopped. Almost at once she started honking the horn. She honked it long and loud, then in little aggravated beeps. Finally

the driver couldn't stand it any longer. He walked slowly back to the car and said:

"Lady, if you want me to, I'll keep that horn hot for you while you see if you can get that rig started!"

★

Deep Thinker

Rookie driver: "I'm supposed to go to a supervisor's conference. What's a supervisor's conference?"

Veteran ditto: "That's a group of guys who, unable to decide what to do alone, get together to decide that nothing can be done."

★

Warning

Atom scientist: "I've perfected a new atomic solution that will absolutely dissolve anything!"

Wife: "Well, don't be trying to keep it in any of my good dishes."

★

He'll Get It!

Driver in a beanery: "I'll take the hash."

Counterman, yelling to kitchen: "One mystery!"

Driver: "Say, I ordered hash!"

Counterman: "Buddy, this hash is a mystery."

★

A Lad Hasn't a Chance!

O'Flannery and Gahagen had just come over from the Ould Sod and had had no previous experiences with mosquitoes when they put up in a New Jersey hotel of a late afternoon. After being almost eaten alive, they went to a

movie to avoid them and, returning to their hotel after dark, O'Flannery sez to Gahagen: "Let's go back to ould Ireland, lad, for t'is plain these beasties'll give us no rest. Look, they've now come looking for us with lanterns!" and he pointed to the lightning bugs.

★

A la Carte?

Warehouseman: "Let's go out tomorrow night and have a Mexican dinner?"

Dumb Girl Friend: "Don't be silly. Who'd want to eat a Mexican?"

★

Doubtful

Customer: "Remember that cheese you sold me yesterday?"

Grocer: "Yes, it was fine Swiss cheese."

Customer: "Did you say it was 'imported' or 'deported' from Switzerland?"

★

Solved a Problem

"Son, after four years of college, you're nothing but a drunk, a loafer, and a nuisance. I can't think of one good thing it's done!"

The son was silent a moment. Suddenly his eyes brightened. "Well," he said, timidly, "it cured Ma of bragging about me."

★

Puzzle

Sailor—"Did anyone ever tell you how wonderful you are?"

Girl Friend—"Don't believe they ever did."

Sailor—"Then where did you get the idea?"

★

Lesson That Sticks

The teacher had been giving a lesson on the use of the word "immaterial" and to discover what the children had learned, asked them to bring some article to school demonstrating the word.

"Well, Johnny," she asked the next day, "what have you brought?"

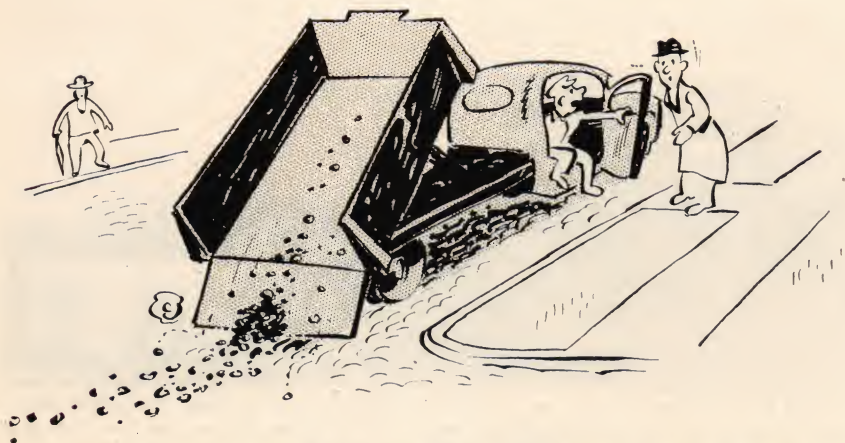
Johnny, rising, said, "Will you please hold this stick lightly at both ends?"

"All right, what next?"

"Now let go one end."

"Which end?" the teacher asked.

"Oh, it's immaterial. There's glue on both ends."



Gosh, I must've pushed the wrong button while lookin' for the lights."

PHOTO CREDITS

6—United Nations.

15—Wide World.

16—E. C. A.

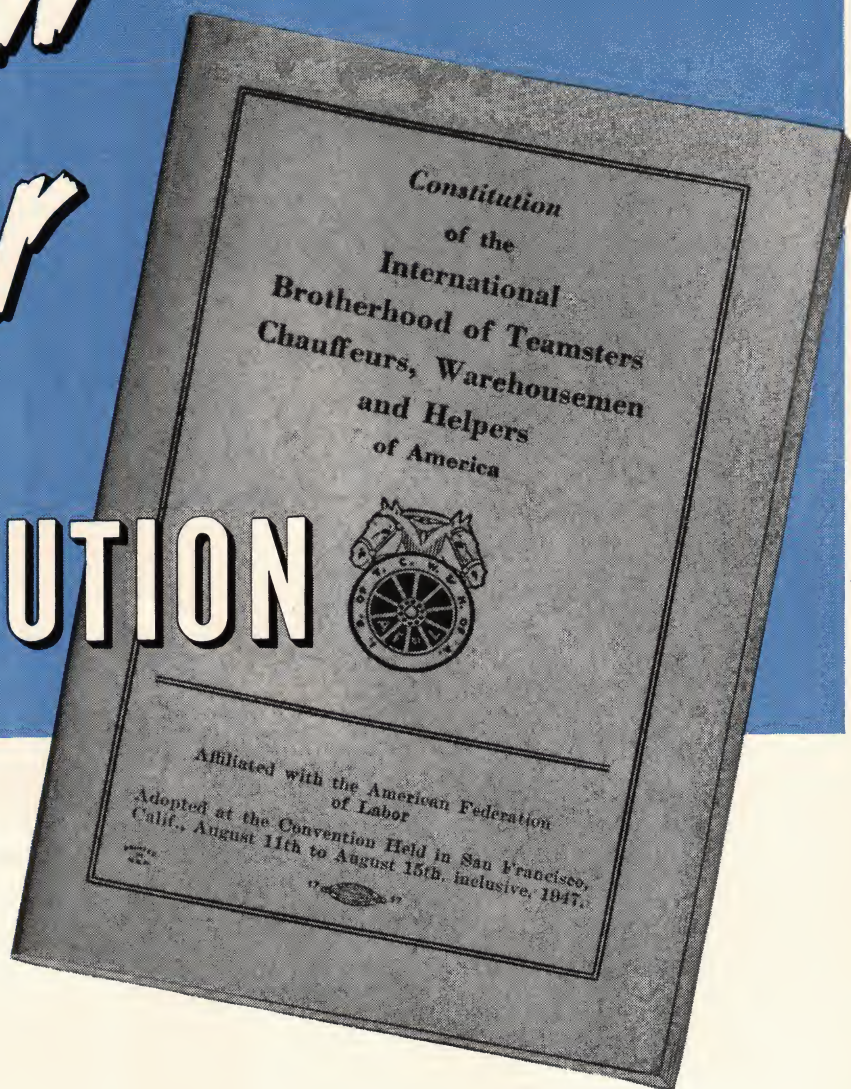
18—Wide World.

19—Acme.

25—Acme.

30—Pittsburgh Press.

Know Your CONSTITUTION



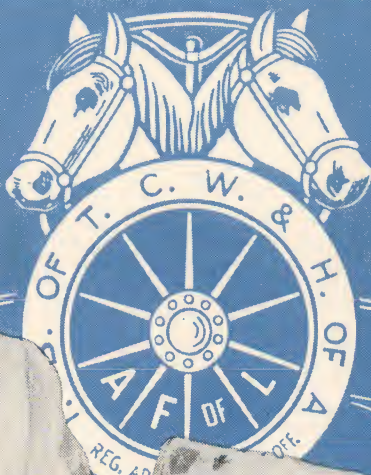
A good unionist must know his union—and a good unionist WANTS TO KNOW HIS UNION! You can be an authority on your International Union—order a copy of the Constitution from your Local Secretary. GOOD UNIONISM MEANS GOOD LIVING!

“... the welfare of the members of a craft can best be protected and advanced by their united action . . .”

From the Preamble, I.B. of T.C.W. & H. Constitution

UNION SERVICE

INTERNATIONAL
BROTHERHOOD
of TEAMSTERS
CHAUSSÉE



WAREHOUSEMEN
AND HELPERS



Was it Union Delivered?

My Family is a Teamster Family
and if it isn't Union
it isn't for us!

INSIST ON UNION GOODS AND SERVICES